

## 2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2013 Carteret County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

NCDOT adopted a "Complete Streets"<sup>1</sup> policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists, and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

### 2.1 Unaddressed Deficiencies

The following deficiency was identified during the development of the CTP, but remains somehow unaddressed—Alternate Emergency Evacuation Route for access and connectivity from Merrimon Road to US 70 East. Some major challenges have been identified for this project proposal such as the potential for miles of roadway flooding in the project vicinity, deep ditch concerns adjacent to the facility, and possible local levy issues. These concerns could not be fully addressed within the scope and schedule of this study; however, all concerns for this project proposal should be addressed as NCDOT works closely with Carteret County and its municipalities to meet their needs.

### 2.2 Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to

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<sup>1</sup> For more information on Complete Streets, go to: <http://www.completestreetsnc.org/>

accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Down East Rural Planning Organization (DERPO) for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design, and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act<sup>2</sup> (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

## **2.3 Problem Statements**

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

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<sup>2</sup> For more information on SEPA, go to: <http://www.doa.nc.gov/clearing/faq.aspx>.

## **HIGHWAY**

### **US 70, Local ID No. CART0001-H**

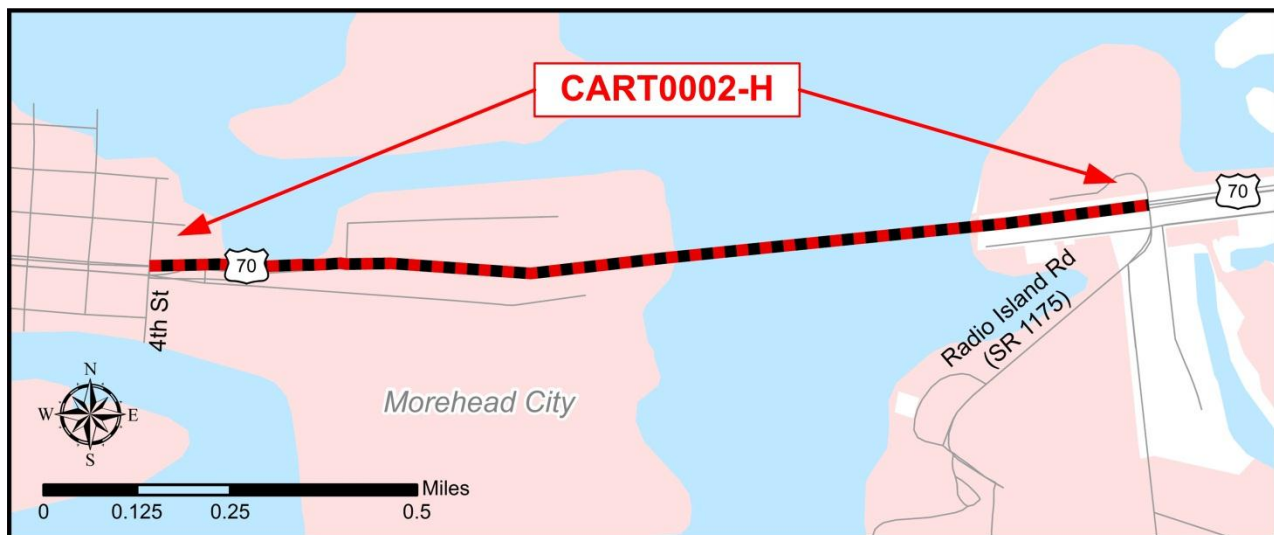
The primary purpose of project (Local ID No. CART0001-H) is access management and intersection improvements on the existing US 70 facility from South Lockhart Street to 4<sup>th</sup> Street. Recommendations include elimination of some driveways, eliminating left turns in some areas, and improving some of the intersections.

US 70 (Arendell Street) is an east-west corridor that goes through the middle of the Morehead City. It is a 4-lane divided facility with 12-foot lanes and a posted speed limit of 35 mph. It widens at some intersections to accommodate exclusive left and right turn lanes. US 70 has a railroad track in the median and sidewalks on both sides.

The facility provides access to a number of commercial properties, residential areas, municipal buildings, and the Port of Morehead City. Traffic on US 70 between South Lockhart Street to 4<sup>th</sup> Street was 31,000 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 35,000 vpd. Traffic on US 70 is projected to increase to 40,000 in 2040.

US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). In addition, US 70 is part of the Strategic Highway Corridor (SHC) Vision Plan. The portion of US 70 between South Lockhart Street to 4<sup>th</sup> Street is shown as a Boulevard that needs an upgrade. Access Management and intersection improvements will improve safety and help reduce congestion along US 70.

This project also includes bike lanes on both sides of US 70 from 35<sup>th</sup> Street to 4<sup>th</sup> Street and a multi-use path from 35<sup>th</sup> Street to South Lockhart Street.



### **Identified Problem**

Existing US 70 is projected to be over capacity by 2040 from 4<sup>th</sup> Street to Radio Island Road (SR 1175) in Morehead City. The primary purpose of this project is to relieve congestion on the existing facility and widen the Newport River Bridge (Bridge No. 13) to four lanes such that a minimum of Level of Service (LOS) D can be achieved.

### **Justification of Need**

US 70 is a major east-west corridor in Carteret County, connecting New Bern and Havelock in Craven County to Newport, Morehead City, Beaufort, and other rural parts of Carteret County. The facility is a vital artery in moving people and goods through southeast North Carolina, connecting Raleigh, Goldsboro, Kinston, New Bern, and Morehead City.

US 70 between 4<sup>th</sup> Street to a point 0.18 miles east of 4<sup>th</sup> Street narrows from a 4-lane divided section to a 4-lane undivided section with 12-foot lanes. From a point 0.18 miles east of 4<sup>th</sup> Street to a Newport Bridge (Bridge No. 13), it is a 4-lane divided facility with a raised concrete median that narrows to a 2-lane road with 12-foot lanes approaching the bridge. East of the *bridge*, the road widens to a 4-lane divided facility with vegetation in the median. US 70 has a 35 mph posted speed limit. The 2-lane *bridge* creates a bottleneck between the 4-lane sections. In addition, there is a Railroad Bridge (No. 110) just south of US 70 that runs parallel with the Newport Bridge.

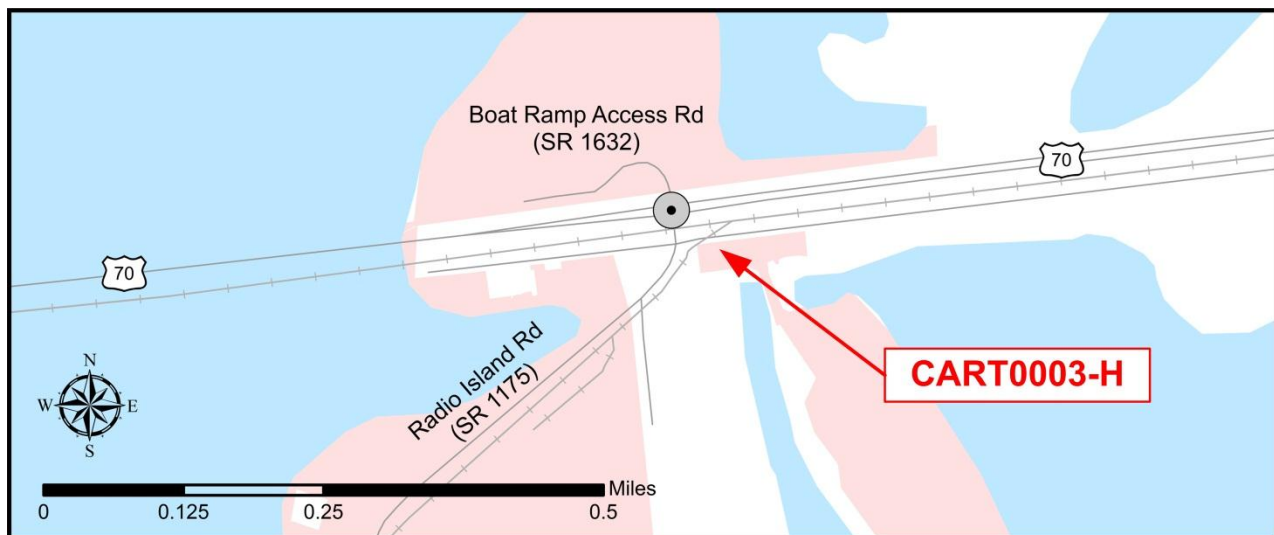
US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). In addition, US 70 is part of the Strategic Highway Corridor (SHC) Vision Plan. The portion of US 70 between 4<sup>th</sup> Street and Radio Island Road (SR 1175) is shown as a boulevard that needs an upgrade.

By 2040, the facility is projected to be over capacity from 4<sup>th</sup> Street to Radio Island Road (SR 1175) based on providing a Level of Service (LOS) D. Traffic is projected to increase from 20,000 vehicles per day (vpd) in 2010 to 26,000 vpd in 2040; compared to a LOS D capacity of 30,000 vpd on the 4-lane divided section and a LOS D capacity of 16,000 vpd on the 2-lane *bridge*.

### **CTP Project Proposal**

The proposed project (Local ID No. CART0002-H) is to convert the existing 2-4 lane facility from 4<sup>th</sup> Street to Radio Island Road (SR 1175) to a 4-lane divided boulevard. With the proposed improvements, the LOS D capacity will increase to 30,000 vpd. The proposed improvements on US 70 will increase capacity, help to reduce congestion, and improve mobility in this area of Carteret County. This project will also spur economic development and help emergency responders get to their destinations quicker.

This project also includes a multi-use path and sidewalks on both sides of the facility.



### **Identified Problem**

Existing US 70 is projected to be over capacity by 2040 in the vicinity of Radio Island Road (SR 1175) in Morehead City. The primary purpose of this project is to relieve congestion on the existing facility and construct a grade separated interchange such that a minimum of Level of Service (LOS) D can be achieved.

### **Justification of Need**

US 70 is a major east-west corridor in Carteret County, connecting New Bern and Havelock in Craven County to Newport, Morehead City, Beaufort, and other rural parts of Carteret County. The facility is a vital artery in moving people and goods through southeast North Carolina, connecting Raleigh, Goldsboro, Kinston, New Bern, and Morehead City.

US 70 (Arendell Street) is a 4-lane divided section on the east and west approach with 12-foot lanes and a posted speed limit of 45 mph in Beaufort and 35 mph in Morehead City. The southern approach to this intersection is Radio Island Road (SR 1175), which is a 2-lane facility with 10-foot lanes and a posted speed limit of 35 mph. It provides access to a number of commercial properties, marinas, and some residential properties. The northern approach to this intersection is a public boat ramp access road (SR 1632). The north and south approaches to this intersection are stop-sign controlled.

US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). In addition, US 70 is part of the Strategic Highway Corridor (SHC) Vision Plan. The portion of US 70 near Radio Island Road (SR 1175) is shown as a boulevard that needs an upgrade.

By 2040, US 70 is projected to be over capacity west and east of Radio Island Road (SR 1175) based on providing a Level of Service (LOS) D. Traffic is projected to increase from 20,000 vehicles per day (vpd) in 2010 to 26,000 vpd in 2040, compared to a LOS D capacity of 30,000 vpd.

### **CTP Project Proposal**

To maintain US 70 facility classification as a boulevard, the at-grade intersection will need to be upgraded. The proposed project (Local ID No. CART0003-H) is to convert the existing at-grade intersection to a grade-separated compressed diamond interchange. With the proposed improvements to US 70 in Local Project ID: CART0002-H, upgrade US 70 from 4<sup>th</sup> Street to Radio Island Road (SR 1175) to a 4-lane divided boulevard. This project will maintain the US 70 facility classification as a boulevard. The improvements to this intersection will increase capacity, help to reduce congestion, and improve mobility in this area of Carteret County. This project will also spur economic development and help emergency responders get to their destinations quicker.

## **US 70, Local ID No. CART0004-H**

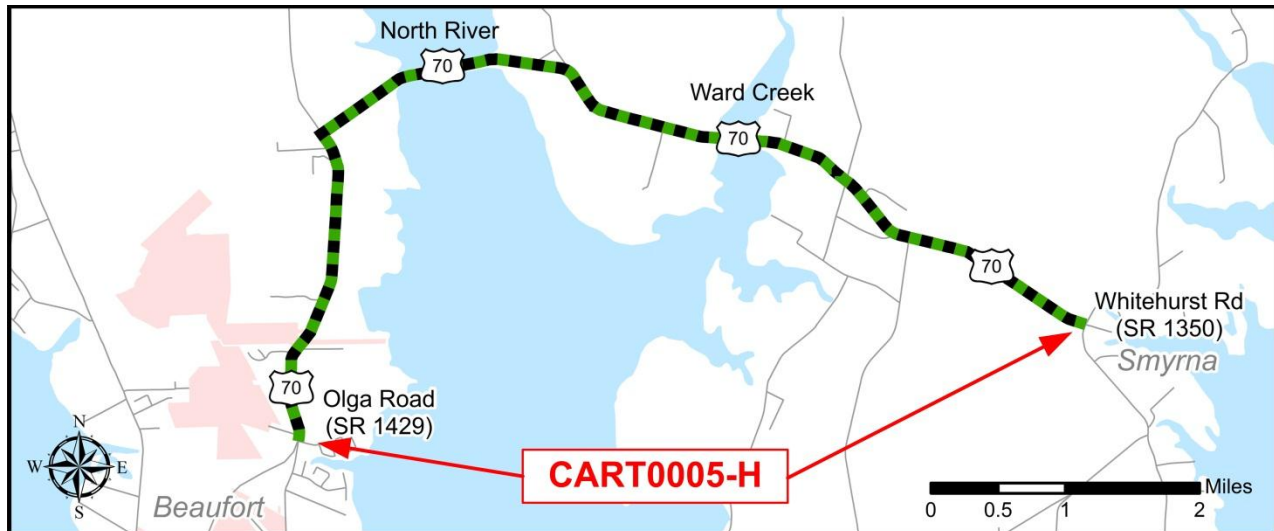
The primary purpose of project (Local ID No. CART0004-H) is access management and intersection improvements on the existing US 70 facility from NC 101 in Beaufort to Olga Road (SR 1429). Recommendations include elimination of some driveways, eliminating left turns in some areas, installing a median in some locations, and improving some of the intersections.

US 70 (Live Oak Street) is a north-south corridor that goes through the middle of Beaufort. It is a 3-lane facility with 12-foot lanes and a posted speed limit of 35 mph from NC 101 to Wellons Drive. It widens at some intersections to accommodate exclusive left and right turn lanes. From north of Wellons Drive to Olga Road (SR 1429) US 70 is a 2-lane road with 12-foot lanes and posted speed limit of 55 mph.

The facility provides access to a number of commercial properties, residential areas, municipal buildings, agricultural areas and rural areas. Traffic on US 70 between NC 101 and Olga Road (SR 1429) was 17,300 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 22,000 vpd. Traffic on US 70 is projected to increase to 28,100 vpd in 2040.

US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). The portion of US 70 between NC 101 and Olga Road (SR 1429) is not part of the Strategic Highway Corridor (SHC) Vision Plan. Access management and intersection improvements will improve safety and help reduce congestion along US 70.





### **Identified Problem**

Existing US 70 is projected to be over capacity by 2040 from Olga Road (SR 1429) to Whitehurst Road (SR 1350) in Smyrna. The primary purpose of this project is to relieve congestion on the existing facility, widen Bridge No. 33 over the North River to 4 lanes, and widen Bridge No. 35 over Ward Creek to 4 lanes such that a minimum of Level of Service (LOS) D can be achieved.

### **Justification of Need**

US 70 is a major east-west corridor in Carteret County, connecting New Bern and Havelock in Craven County to Newport, Morehead City, Beaufort, and other rural parts of Carteret County. The facility is a vital artery in moving people and goods through southeast North Carolina, connecting Raleigh, Goldsboro, Kinston, New Bern, and Morehead City.

US 70 between Olga Road (SR 1429) and Whitehurst Road (SR 1350) in Smyrna is a 2-lane facility with 12-foot lanes and a posted speed limit of 55 mph. It widens at some intersections to accommodate exclusive left and right turn lanes. The facility provides access to a number of commercial properties, residential areas, municipal buildings, agricultural areas, and rural areas.

US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). The portion of US 70 between Olga Road (SR 1429) and Whitehurst Road (SR 1350) is not part of the Strategic Highway Corridor (SHC) Vision Plan.

By 2040, the facility is projected to be over capacity based on providing a LOS D. Traffic is projected to increase from 9,800 vehicles per day (vpd) in 2010 to 15,200 vpd in 2040, compared to a LOS D capacity of 12,000 vpd.

### **CTP Project Proposal**

The proposed project (Local ID No. CART0005-H) is to convert the existing 2-lane facility from Olga Road (SR 1429) to Whitehurst Road (SR 1350) to a four-lane divided expressway, widen Bridge No 33 over the North River to four lanes, and widen Bridge No. 35 over Ward Creek to four lanes. With the proposed improvements, the LOS D capacity will increase to 57,000 vpd. The proposed improvements on US 70 will increase capacity, help to reduce congestion, and improve mobility in this area of Carteret County. This project will also spur economic development and help emergency responders get to their destinations quicker.

## **US 70, Local ID No. CART0006-H**

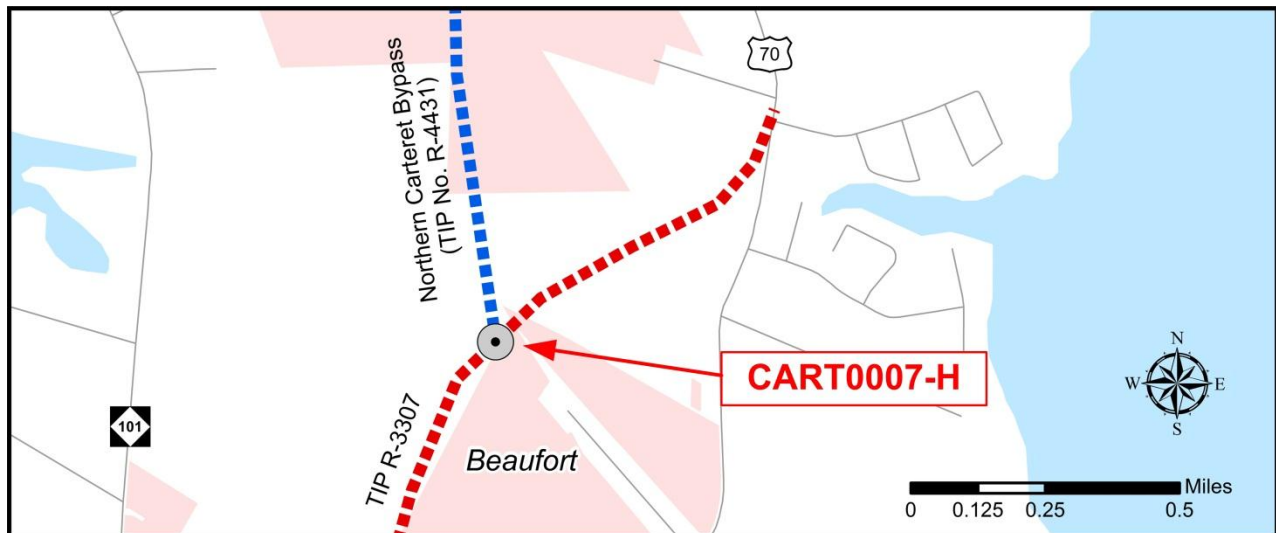
The primary purpose of project (Local ID No. CART0006-H) is widening on the existing US 70 facility from Whitehurst Road (SR 1350) to Seashore Drive (SR 1417) in Atlantic. Recommendations include widening to two 12-foot lanes with 2-foot shoulders.

US 70 is a north-south corridor that runs along the coastline of Carteret County. It is a 2-lane facility with 10-foot lanes and a posted speed limit of 55 mph, from Whitehurst Road (SR 1350) to NC 12 (Cedar Island Road). From NC 12 (Cedar Island Road) to a point 0.1 miles southwest of Smith Road (SR 1379) the posted speed limit is 45 mph. From a point 0.1 miles southwest of Smith Road (SR 1379) to Seashore Drive (SR 1417) the posted speed limit is 35 mph.

The facility provides access to a number of commercial properties, residential areas, municipal buildings, agricultural areas, marinas, and rural areas.

Traffic on US 70 between Whitehurst Road (SR 1350) to NC 12 (Cedar Island Road) was 3,400 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 10,000 vpd. Traffic on US 70 in this area is projected to increase to 4,500 vpd in 2040.

US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). The portion of US 70 between Whitehurst Road (SR 1350) to Seashore Drive (SR 1417) is not part of the Strategic Highway Corridor (SHC) Vision Plan. Widening the lanes and constructing shoulders will improve safety and help reduce congestion along US 70.



### **Identified Problem**

Existing US 70 is projected to be over capacity by 2040 in the vicinity of the Beaufort area. The primary purpose of this project together with TIP No. R-3307 is to relieve congestion on the existing US 70 facility and construct a grade separated interchange that ties together R-3307 and the Northern Carteret Bypass (TIP No. R-4431); such that a minimum of Level of Service (LOS) D can be achieved and full control access is maintained.

### **Justification of Need**

US 70 is a major north-south corridor in Carteret County, connecting Newport, Morehead City, Beaufort, and other rural parts of the county. The facility is a vital artery in moving people and goods through southeast North Carolina, connecting Raleigh, Goldsboro, Kinston, New Bern and Morehead City.

US 70 in the Beaufort area is a 2-lane facility with 12-foot lanes and a posted speed limit of 55 mph. TIP No. R-3307 is a proposed 4-lane divided boulevard partly on new location that will connect US 70 at Radio Island to existing US 70 at Olga Road (SR 1429). TIP No. R-3307 is a funded project and construction is scheduled to start in June of 2013. The Northern Carteret Bypass, TIP No. R-4431, is a proposed four-lane freeway on new location that will connect US 70 in Havelock in Craven County to TIP No. R-3307, US 70 in Beaufort.

US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). TIP No. R-3307 is part of the Strategic Highway Corridor (SHC) Vision Plan. It is shown as a recommended boulevard. The Northern Carteret Bypass, TIP No. R-4431, is shown as a recommended freeway on the Strategic Highway Network.

**CTP Project Proposal**

To maintain full control access at the intersection of US 70, TIP No. R-3307 and the Northern Carteret Bypass (TIP No. R-4431) is recommended to be constructed as a grade-separated interchange. The proposed improvements will increase capacity, help to reduce congestion, and improve mobility in this area of Carteret County. This project will also spur economic development, provide better access to the port, and help emergency responders get to their destinations quicker.

### **NC 58, Local ID No. CART0008-H**

The primary purpose of project (Local ID No. CART0008-H) is access management and intersection improvements on the existing NC 58 facility from Hoffman Beach Road near Indian Beach to Bermuda Green in Pine Knoll Shores. Recommendations include installing a median and putting in turn lanes where necessary.

NC 58 (Salter Path Road) is an east-west corridor that connects Emerald Isle, Indian Beach, Salter Path, Pine Knoll Shores, and Atlantic Beach. It is a 2 to 3-lane facility with 12-foot lanes and a posted speed limit of 45 mph, with a seasonal speed limit of 35 mph during the summer.

The facility provides access to a number of commercial properties, residential areas, and municipal buildings. Traffic on NC 58 between Hoffman Beach Road and Bermuda Green was 8,000 vehicles per day (vpd) in 2010 with a projected volume of 10,500 vpd in 2040. The Level of Service (LOS) D for this facility is 12,000 vpd.

NC 58 is part of the regional tier of the NC Multimodal Investment Network (NCMIN). NC 58 is not part of the Strategic Highway Corridor (SHC) Vision Plan. Access management, a median, and turn lanes will improve safety along the corridor.

### **NC 58, Local ID No. CART0009-H**

The primary purpose of project (Local ID No. CART0009-H) is access management and intersection improvements on the existing NC 58 facility from Bermuda Green in Pine Knoll Shores to Pepper Lane in Atlantic Beach. Recommendations include installing a median and putting in turn lanes where necessary.

NC 58 (West Fort Macon Road) is an east-west corridor that connects Emerald Isle, Indian Beach, Salter Path, Pine Knoll Shores, and Atlantic Beach. It is a 3-lane facility with 12-foot lanes and a posted speed limit of 45 mph. It widens at some intersections to include exclusive left or right turn lanes.

The facility provides access to a number of commercial properties, residential areas, and municipal buildings. Traffic on NC 58 between Bermuda Green and Pepper Lane was 14,000 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 16,000 vpd. Traffic on NC 58 in this area is projected to increase to 20,000 vpd in 2040. With these improvements, the LOS would increase to 18,900 vpd.

NC 58 is part of the regional tier of the NC Multimodal Investment Network (NCMIN). NC 58 is not part of the Strategic Highway Corridor (SHC) Vision Plan. Access Management, a median, and turn lanes will improve safety and help reduce congestion along NC 58.

The communities involved in the process did not want to widen roads, at this time.

### **NC 58, Local ID No. CART0010-H**

The primary purpose of project (Local ID No. CART0010-H) is access management and intersection improvements on the existing NC 58 facility from Coast Guard Road to Lee Avenue in Emerald Isle. Recommendations include elimination of some driveways, eliminating left turns in some areas, and improving some of the intersections.

NC 58 (Emerald Drive) is an east-west corridor that connects Emerald Isle, Indian Beach, Salter Path, Pine Knoll Shores, and Atlantic Beach. It is a 2 to 3-lane facility with 12-foot lanes and a posted speed limit of 45 mph, with a seasonal speed limit of 35 mph during the summer. It widens at some intersections to include exclusive left or right turn lanes. There is a sidewalk on the north side of NC 58 and a multi-use path on the south side.

The facility provides access to a number of commercial properties, residential areas, and municipal buildings. Traffic on NC 58 between Coast Guard Road to Lee Avenue was 15,600 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 18,000 vpd. Traffic on NC 58 in this area is projected to increase to 22,400 vpd in 2040.

NC 58 is part of the regional tier of the NC Multimodal Investment Network (NCMIN). NC 58 is not part of the Strategic Highway Corridor (SHC) Vision Plan. Access management and intersection improvements will improve safety and help reduce congestion along NC 58.

The communities involved in the process did not want to widen roads, at this time.

### **NC 58, Local ID No. CART0011-H**

The primary purpose of project (Local ID No. CART0011-H) is widening and access management on the existing NC 58 facility from Lee Avenue to Hurst Road in Emerald Isle. Recommendations include widening to three 12-foot lanes with 2-foot shoulders, elimination of some driveways, eliminating left turns in some areas, and improving some of the intersections.

NC 58 (Emerald Drive) is an east-west corridor that connects Emerald Isle, Indian Beach, Salter Path, Pine Knoll Shores, and Atlantic Beach. It is a 2-lane facility with 12-foot lanes and a posted speed limit of 45 mph, with a seasonal speed limit of 35 mph during the summer. It widens at some intersections to include exclusive left or right turn lanes. There is a multi-use path on the south side on NC 58.

The facility provides access to a number of commercial properties, residential areas, and municipal buildings. Traffic on NC 58 between Lee Avenue and Hurst Road was 4,800 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 12,000 vpd. Traffic on NC 58 in this area is projected to increase to 6,500 vpd in 2040.

NC 58 is part of the regional tier of the NC Multimodal Investment Network (NCMIN). NC 58 is not part of the Strategic Highway Corridor (SHC) Vision Plan. Access management, widening to three lanes and intersection improvements will improve safety and help reduce congestion along NC 58. Additionally, the third lane will allow for left turns onto the numerous residential streets on both sides of NC 58.

### **NC 24, Local ID No. CART0012-H**

The primary purpose of project (Local ID No. CART0012-H) is access management and intersection improvements on the existing NC 24 facility from Cedar Lane (SR 1202) to US 70 in Morehead City. Recommendations include elimination of some driveways, eliminating left turns in some areas, installing a median, and improving some of the intersections.

NC 24 is an east-west corridor that goes through the middle of the Cape Carteret, Cedar Point, and Bogue. NC 24 connects Onslow County to Morehead City. NC 24 is a 5-lane facility with 12-foot lanes and a posted speed limit that varies between 35 and 45 mph. It widens at some intersections to accommodate exclusive left and right turn lanes.

The facility provides access to a number of commercial properties, residential areas, municipal buildings, and the Croatan National Forest. Traffic on NC 24 between Cedar Lane (SR 1202) and US 70 in Morehead City was 17,600 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 28,000 vpd. Traffic on NC 24 is projected to increase to 23,000 vpd in 2040.

NC 24 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). NC 24 is also part of the Strategic Highway Corridor (SHC) Vision Plan. The portion of NC 24 between Cedar Lane (SR 1202) and US 70 in Morehead City is shown as an expressway that needs an upgrade. Access management and intersection improvements will improve safety and help reduce congestion along NC 24. Installing a median will allow upgrading the facility to an expressway.

This project also includes a multi-use path.



## **Proposed Interchange at NC 24 and NC 58, TIP No. R-4721 -- Local ID No.**

### **CART0013-H**

Existing NC 24 is projected to be over capacity by 2040 in the vicinity of NC 58 in Cedar Point. The primary purpose of this project is to relieve congestion on the existing facility and construct a grade separated interchange such that a minimum of LOS D can be achieved. TIP No. R-4721 is intended to address this problem. The proposed improvements will reduce congestion on NC 24 and NC 58, create more connectivity, and improve mobility in this area of Carteret County.

NC 24 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). NC 24 is also part of the Strategic Highway Corridor (SHC) Vision Plan. The portion of NC 24 between Cedar Lane (SR 1202) and US 70 in Morehead City is shown as an expressway that needs an upgrade. NC 58 is part of the regional tier of the NC Multimodal Investment Network (NCMIN). NC 58 is not part of the Strategic Highway Corridor. For additional information about this project, including the Purpose and Need, contact *NCDOT's Project Development and Environmental Analysis Branch*.

### **NC 12, Local ID No. CART0014-H**

The primary purpose of project (Local ID No. CART0014-H) is widening on the existing NC 12 facility from US 70 to the Cedar Island Ferry Station. Recommendations include widening to two 12-foot lanes with 2-foot shoulders.

NC 12 is a north-south corridor that runs along the coastline of Carteret County. It is a 2-lane facility with 9 to 11-foot lanes and a posted speed limit of 55 mph, from US 70 to the Cedar Island Ferry Station. The facility provides access to some small residential areas, the Cedar Island Ferry, the Cedar Island National Wildlife Refuge, and rural areas.

Traffic on NC 12 between US 70 and the Cedar Island Ferry Station was 1,200 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 8,000 vpd. Traffic on NC 24 in this area is projected to increase to 1,600 vpd in 2040.

NC 12 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). NC 12 is not part of the Strategic Highway Corridor (SHC) Vision Plan. Widening the lanes and constructing shoulders will improve safety and help reduce congestion along NC 12, as well as bring the facility up to current design standards.

### **NC 101, Local ID No. CART0015-H**

The primary purpose of project (Local ID No. CART0015-H) is widening, resurfacing, and utility relocation on the existing NC 101 facility from West Beaufort Road (SR 1170) in Beaufort to Laurel Road (SR 1163). Recommendations include widening to three 12-foot lanes with 2-foot shoulders and resurfacing the existing pavement. Utility relocation is recommended in some locations.

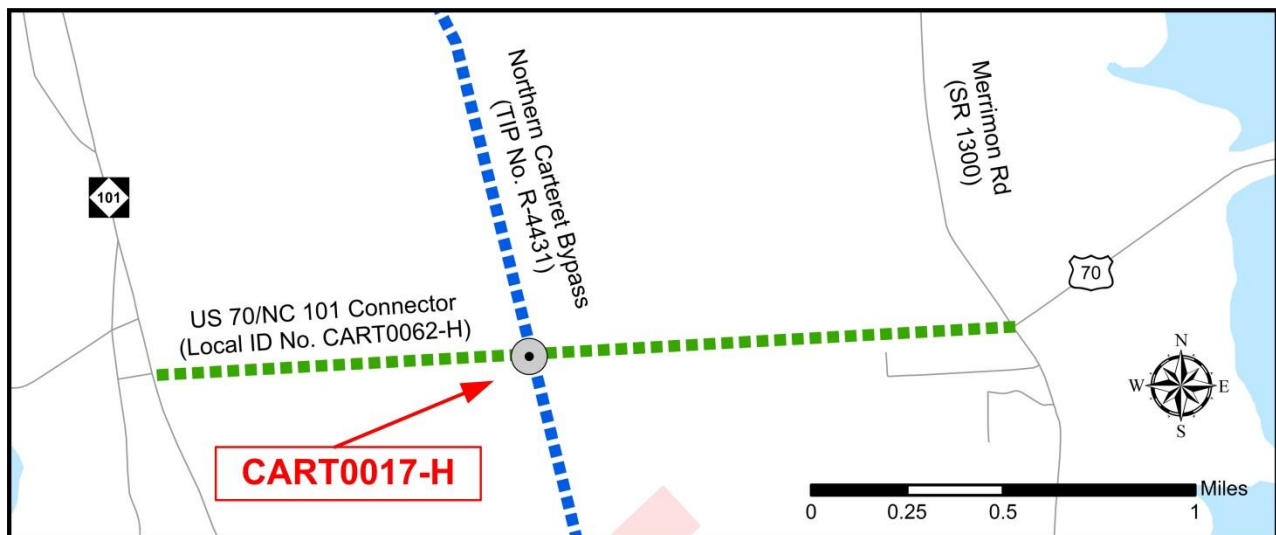
NC 101 is a north-south corridor that connects Beaufort with Havelock in Craven County. It is a 2-lane facility with 10 to 12-foot lanes. The posted speed limit is 35 mph within the municipal limits of Beaufort. North of Beaufort the posted speed limit is 55 mph. NC 101 widens at some intersections to include exclusive left or right turn lanes. There is a sidewalk on the east side on NC 101 between West Beaufort Road (SR 1170) and Carraway Drive (SR 1299).

NC 101 provides access to a number of commercial properties, residential areas, agricultural areas, military, schools, and rural areas. Traffic on NC 101 between West Beaufort Road (SR 1170) and Laurel Road (SR 1163) was 8,500 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 10,000 vpd. Traffic on NC 101 in this area is projected to increase to 14,100 vpd in 2040.

NC 101 is part of the regional tier of the NC Multimodal Investment Network (NCMIN). NC 101 is not part of the Strategic Highway Corridor (SHC) Vision Plan. Widening to three lanes will improve safety and help reduce congestion along NC 101.

### **Northern Carteret Bypass (Carteret County), TIP No. R-4431-- Local ID No. CART0016-H**

US 70 between the Craven County Line and Beaufort is a 4 to 5-lane facility with 12-foot lanes and a posted speed limit that varies from 35 to 55 mph. It is projected to be over capacity by 2040. Northern Bypass, TIP No. R-4431, is intended to address this problem. The proposed improvements will create an additional emergency evacuation route, provide better port access, reduce congestion on US 70, create more connectivity, and improve mobility in this area of Carteret County. This project is on the Strategic Highway Corridor (SHC) Vision Plan and is shown as a recommended freeway. For additional information about this project, including the Purpose and Need, contact *NCDOT's Project Development and Environmental Analysis Branch*.



### **Identified Problem**

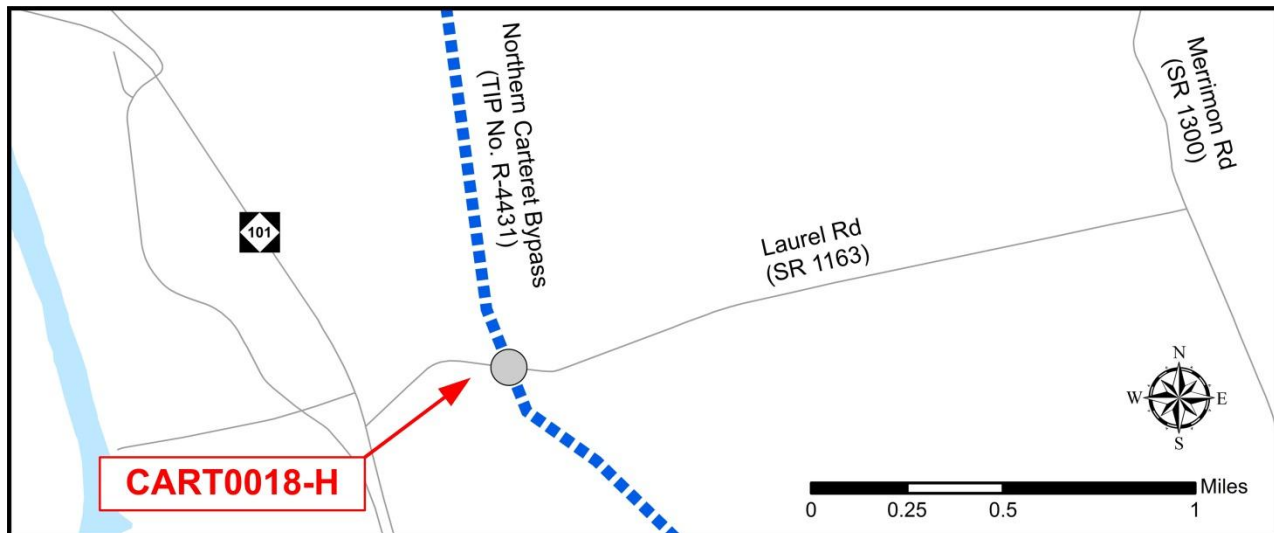
Based on North Carolina's vision for mobility and connectivity, an at-grade intersection between the Northern Bypass (TIP No. R-4431) and the US 70/NC 101 Connector (Local ID No. CART0064-H) would create delays related to a traffic light.

### **Justification of Need**

The Northern Bypass, TIP No. R-4431, is a proposed 4-lane freeway on new location that will connect US 70 in Craven County to US 70 in Beaufort. The proposed improvements will create an additional emergency evacuation route, reduce congestion on existing US 70, create more connectivity, and improve mobility in this area of Carteret County. This project is on the Strategic Highway Corridor (SHC) Vision Plan and is shown as a recommended freeway. The US 70/NC 101 connector (Local ID No. CART0064-H) is a proposed 2-lane expressway that will connect NC 101 north of Beaufort to US 70 at the intersection of Merrimon Road (SR 1300). This project is not on the strategic highway corridor. Connecting these two facilities with an at-grade intersection would eliminate the full control access proposed for TIP No. R-4431.

### **CTP Project Proposal**

To increase mobility between the Northern Bypass (TIP No. R-4431) and the US 70/NC 101 Connector, the proposed project (Local ID No. CART0017-H) is to construct a grade-separated interchange. With the proposed improvements, this project will maintain the Northern Bypass facility classification as a freeway and the proposed US 70/NC 101 Connector as an expressway. The improvements to this intersection will increase capacity, help to reduce congestion, and improve mobility in this area of Carteret County.



### **Identified Problem**

Based on North Carolina's vision for mobility and connectivity, an at-grade intersection between the Northern Bypass (TIP No. R-4431) and Laurel Road (SR 1163) would create delays related to a traffic light.

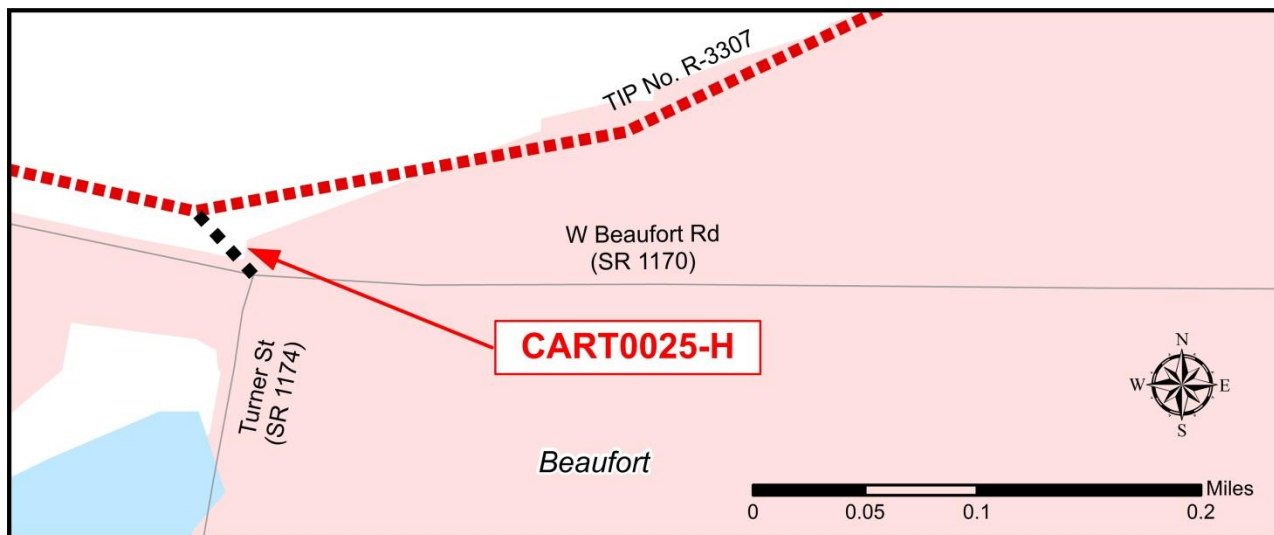
### **Justification of Need**

The Northern Bypass, TIP No. R-4431, is a proposed 4-lane freeway on new location that will connect US 70 in Craven County to US 70 in Beaufort. The proposed improvements will create an additional emergency evacuation route, reduce congestion on existing US 70, create more connectivity, and improve mobility in this area of Carteret County. This project is on the Strategic Highway Corridor (SHC) Vision Plan and is shown as a recommended freeway.

Laurel Road (SR 1163) is a 2-lane major thoroughfare with 10-foot lanes that has a posted speed limit of 55 mph and connects NC 101 to Merrimon Road (SR 1300). It provides access to residential, agricultural, and rural areas. This facility is not on the Strategic Highway Corridor Vision Plan. Connecting these two facilities with an at-grade intersection would eliminate the full control access proposed for TIP No. R-4431.

### **CTP Project Proposal**

It is recommended that a grade separation be constructed at the intersection of the Northern Bypass and Laurel Road (SR 1163). With the proposed improvements, this project will maintain the Northern Bypass facility classification as a freeway. The improvements to this intersection will increase capacity, help to reduce congestion, and improve mobility in this area of Carteret County.



### **Identified Problem**

There are currently a limited number of north-south facilities that link the two major east-west facilities of TIP No. R-3307 and US 70 in Beaufort. The purpose of this project is to improve mobility between TIP No. R-3307 and US 70 and enhance system linkage on local facilities.

### **Justification of Need**

US 70 (Cedar Street) is a north-south corridor that goes through the middle of Beaufort. It is a 4-lane facility with 11-foot lanes and a posted speed limit of 35 mph, from Radio Island to NC 101. US 70 is a 3-lane facility with 12-foot lanes and a posted speed limit of 35 mph, from NC 101 to Wellons Drive. It widens at some intersections to accommodate exclusive left and right turn lanes.

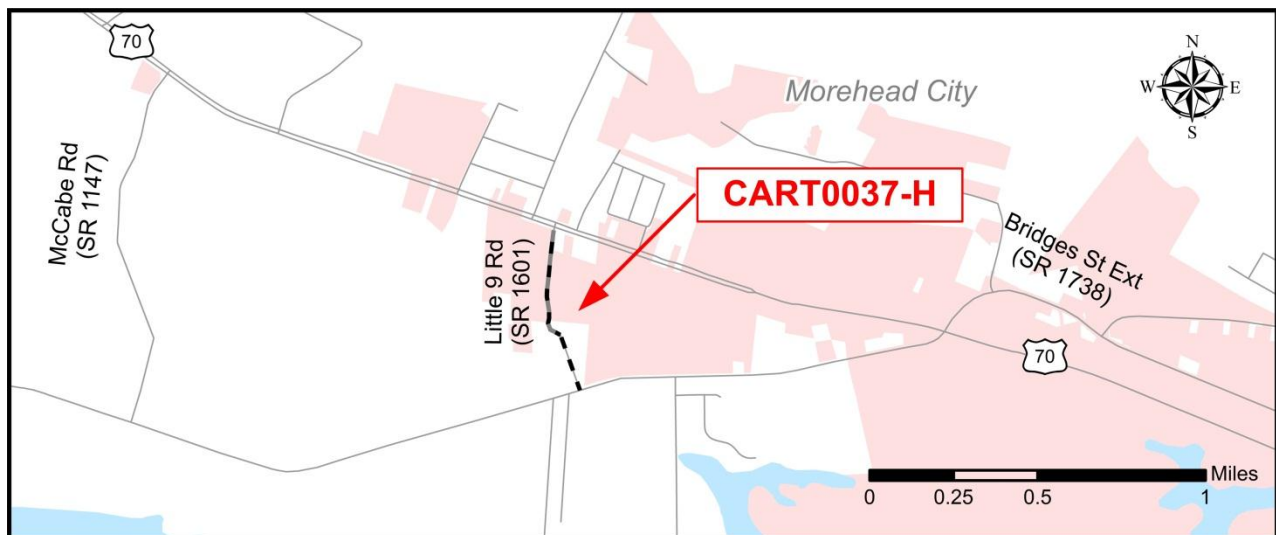
The facility provides access to a number of commercial properties, residential areas, and municipal buildings. Traffic on US 70 between Radio Island and Turner Street (SR 1174) was 20,000 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 16,000 vpd. Traffic on US 70 is projected to increase to 27,000 vpd in 2040.

US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). The portion of US 70 between Radio Island and NC 101 is not part of the Strategic Highway Corridor (SHC) Vision Plan.

### **CTP Project Proposal**

The proposed project (Local ID No. CART0025-H) is to extend Turner Street (SR 1174) as a two-lane major thoroughfare on new location from Turner Street (SR 1174) at West Beaufort Road (SR 1170) to TIP No. R-3307 with 12-foot lanes and 2-foot shoulders.

The improvements will enhance system linkage, help to reduce congestion, and improve mobility in this area of Carteret County.



### **Identified Problem**

There are currently a limited number of north-south facilities that link the two major east-west facilities of NC 24 and US 70 in Morehead City. The purpose of this project is to improve mobility and enhance system linkage between NC 24 and US 70.

### **Justification of Need**

US 70 (Arendell Street) is an east-west corridor that goes through the middle of the Morehead City. It is a 4-lane divided facility with 12-foot lanes and a posted speed limit of 35 mph. It widens at some intersections to accommodate exclusive left and right turn lanes. US 70 has a railroad track in the median and sidewalks on both sides.

The facility provides access to a number of commercial properties, residential areas, municipal buildings, and the Port of Morehead City. Traffic on US 70 between South Lockhart Street to 4<sup>th</sup> Street was 31,000 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 35,000 vpd. Traffic on US 70 is projected to increase to 40,000 in 2040.

US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). In addition, US 70 is part of the Strategic Highway Corridor (SHC) Vision Plan.

NC 24 is an east-west corridor that goes through the middle of the Cape Carteret, Cedar Point, and Bogue. NC 24 connects Onslow County to Morehead City. NC 24 is a 5-lane facility with 12-foot lanes and a posted speed limit that varies between 35 mph and 45 mph. It widens at some intersections to accommodate exclusive left and right turn lanes.

The facility provides access to a number of commercial properties, residential areas, municipal buildings, and the Croatan National Forest. Traffic on NC 24 between Cedar Lane (SR 1202) and US 70 in Morehead City was 17,000 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 28,000 vpd. Traffic on NC 24 is projected to increase to 23,000 vpd in 2040.

NC 24 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). NC 24 is also part of the Strategic Highway Corridor (SHC) Vision Plan.

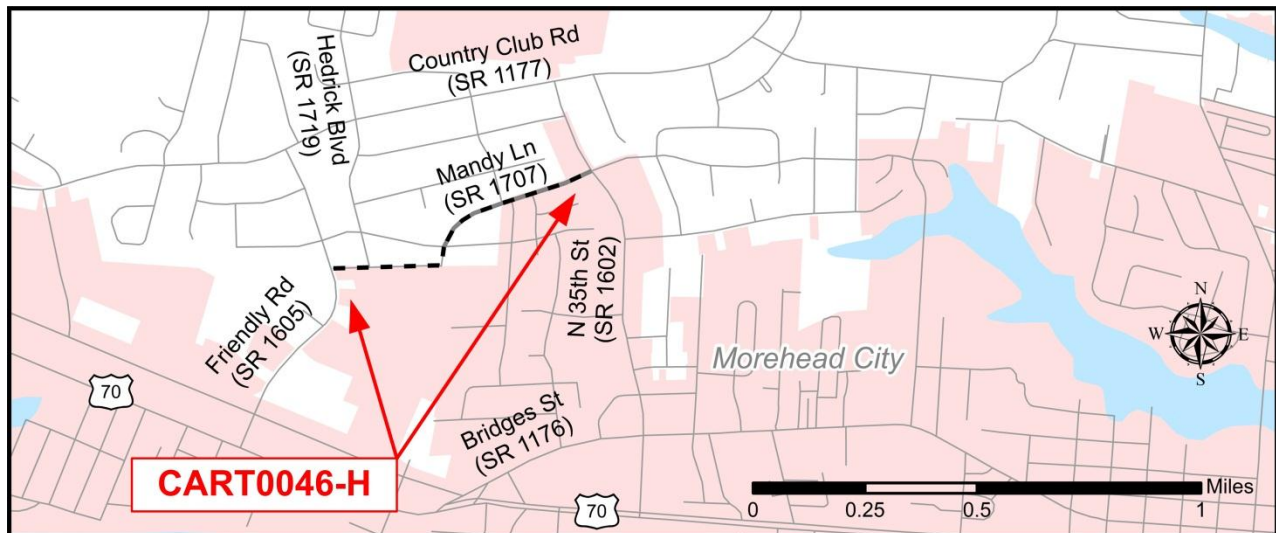
The existing portion of Little 9 Road (SR 1601) is a north-south facility that provides access to a number of small businesses, Bally Refrigerated Boxes™, and a daycare facility. Little 9 Road is a 2-lane facility with 10-foot lanes and a 35 mph speed limit. The intersection of US 70 and Little 9 Road is unsignalized.

### **CTP Project Proposal**

The proposed project (Local ID No. CART0037-H) is to extend Little 9 Road (SR 1601) as a two-lane recommended minor thoroughfare from NC 24 to US 70 with 12-foot lanes and 2-foot shoulders.

The improvements will enhance system linkage, help to reduce congestion, and improve mobility in this area of Carteret County.





### **Identified Problem**

There are currently a limited number of east-west facilities that link the two major north-south facilities of Friendly Road (SR 1605) and North 35<sup>th</sup> Street (SR 1602) in Morehead City. The purpose of this project is to improve mobility between Friendly Road (SR 1605) and North 35<sup>th</sup> Street (SR 1602) and enhance system linkage on local facilities.

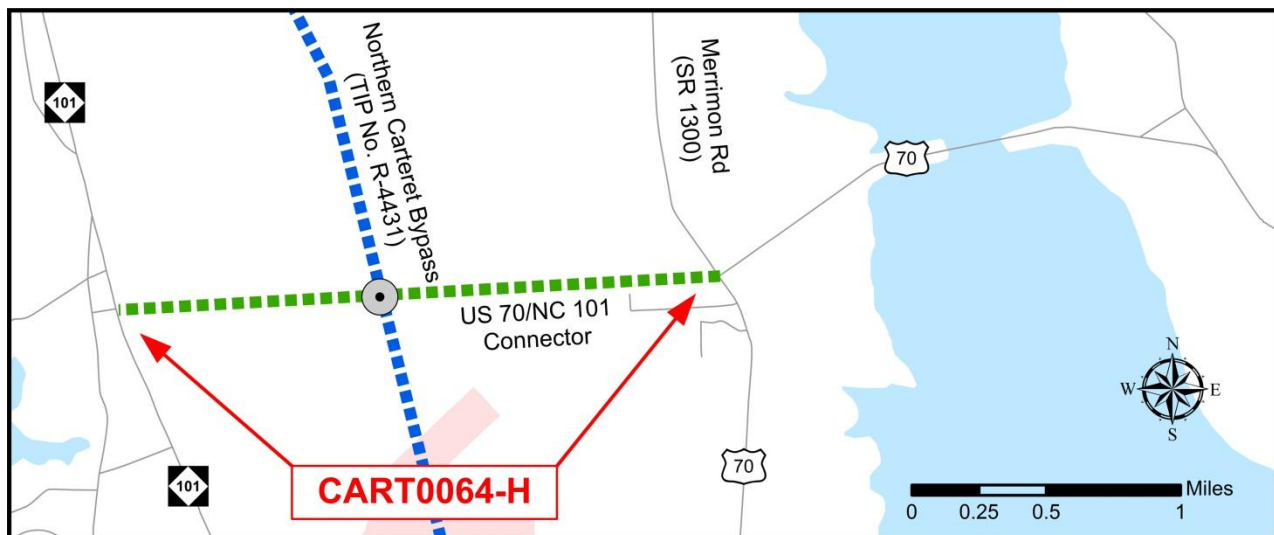
### **Justification of Need**

Bridges Street (SR 1176) is an east-west corridor that goes through the middle of Morehead City and connects Friendly Road (SR 1605) and North 35<sup>th</sup> Street (SR 1602). It is a 4 to 5-lane facility with 11 to 12-foot lanes and a posted speed limit that varies between 35 to 45 mph. It widens at some intersections to accommodate turn lanes.

The facility provides access to a number of commercial properties, residential areas, and municipal buildings. Traffic on Bridges Street (SR 1176) west of 35<sup>th</sup> Street (SR 1602) was 17,000 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 21,500 vpd. Traffic on Bridges Street is projected to increase to 31,900 vpd in 2040. Bridges Road is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

### **CTP Project Proposal**

The proposed project (Local ID No. CART0046-H) is to construct a two-lane minor thoroughfare with 12-foot lanes and 2-foot shoulders on new location that connects Friendly Road (SR 1605) to Hedrick Boulevard (SR 1719) and Mandy Lane (SR 1707). This east-west connection will help reduce congestion on Bridges Street (SR 1176), enhance system linkage, and improve mobility in this area of Carteret County



### **Identified Problem**

There are currently a limited number of east-west facilities that link the two major north-south facilities of NC 101 and US 70 north of Beaufort in Carteret County. The purpose of this project is to improve mobility between NC 101 and US 70 and enhance system linkage on local facilities.

### **Justification of Need**

US 70 (Live Oak Street) is one of the two north-south corridors that provides access to Beaufort. It is a 3-lane facility with 12-foot lanes and a posted speed limit of 35 mph, from NC 101 to Wellons Drive. It widens at some intersections to accommodate exclusive left and right turn lanes. From north of Wellons Drive to Olga Road (SR 1429), US 70 is a 2-lane road with 12-foot lanes and posted speed limit of 55 mph.

The US 70 facility provides access to a number of commercial properties, residential areas, municipal buildings, agricultural areas, port access, and rural areas. Traffic on US 70 between NC 101 and Olga Road (SR 1429) was 17,300 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 22,000 vpd. Traffic on US 70 is projected to increase to 28,100 vpd in 2040. US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). The portion of US 70 between NC 101 and Olga Road (SR 1429) is not part of the Strategic Highway Corridor (SHC) Vision Plan.

NC 101 is the second north-south corridor that provides access to Beaufort and connects to Havelock in Craven County. It is a 2-lane facility with 10 to 11-foot lanes. The posted speed limit is 35 mph within the municipal limits of Beaufort. North of Beaufort the posted speed limit is 55 mph. NC 101 widens at some intersections to

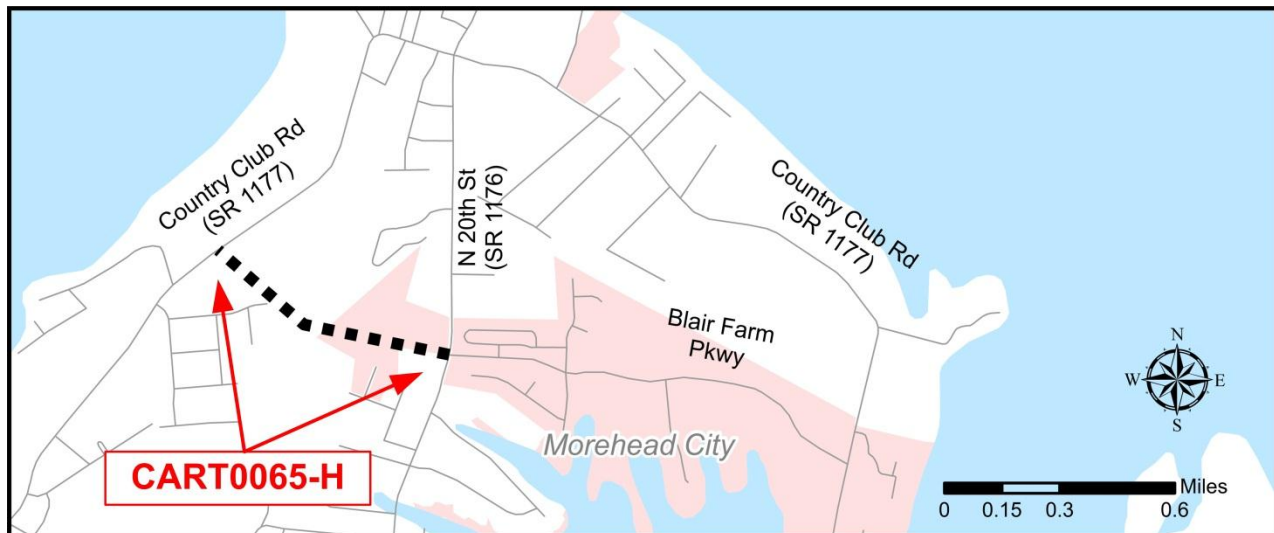
include exclusive left or right turn lanes. There is a sidewalk on the east side on NC 101 between West Beaufort Road (SR 1170) and Carraway Drive (SR 1299).

NC 101 provides access to a number of commercial properties, residential areas, agricultural areas, military, schools, and rural areas. Traffic on NC 101 between West Beaufort Road (SR 1170) and Laurel Road (SR 1163) was 8,500 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 10,000 vpd. Traffic on NC 101 in this area is projected to increase to 14,100 vpd in 2040. NC 101 is part of the regional tier of the NC Multimodal Investment Network (NCMIN). NC 101 is not part of the Strategic Highway Corridor (SHC) Vision Plan.

The only connections that exist between these two facilities currently are Laurel Road (SR 1163), which is 2.4 miles to the north, and the intersection of NC 101 and US 70 in Beaufort, which is 4.1 miles to the south.

### **CTP Project Proposal**

The proposed project (Local ID No. CART0064-H) is to construct a two-lane expressway on new location that connects NC 101 and US 70 at the intersection of Merrimon Road (SR 1300). Note that there is a proposed interchange (Local ID No. CART0015-H) that will connect the Northern Bypass (TIP No. R-4431) to this project to maintain full control access. This east-west connection will help reduce congestion on US 70 in the Beaufort area, enhance system linkage, and improve mobility in this area of Carteret County.



### **Identified Problem**

There are currently a limited number of east-west facilities that link the two north-south facilities of Country Club Road (SR 1177) and North 20<sup>th</sup> Street (SR 1176) in Morehead City in Carteret County. The purpose of this project is to improve mobility between Country Club Road (SR 1177) and North 20<sup>th</sup> Street (SR 1176), and enhance system linkage on local facilities.

### **Justification of Need**

Country Club Road (SR 1177) is one of the two north-south corridors that provide access to the northern area of Morehead City. Country Club Road (SR 1177) is a 2-lane facility with 11-foot lanes and a posted speed limit of 35 mph, from Bridges Street (SR 1738) to Forest Hills Road (SR 1222). Country Club Road (SR 1177) widens at some intersections to accommodate exclusive left turn lanes. From north of Forest Hills Road (SR 1222) to North 20<sup>th</sup> Street (SR 1176), Country Club Road (SR 1177) is a 2-lane road with 9 to 11-foot lanes and a posted speed limit of 55 mph.

Country Club Road (SR 1177) provides access to a number of commercial properties, residential areas, schools, churches, agricultural areas in Morehead City. Traffic on Country Club Road (SR 1177) just north of proposed Local ID No. CART0065-H project was 1,800 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 13,600 vpd. Traffic on Country Club Road (SR 1177) is projected to increase to 2,100 vpd in 2040. Country Club Road (SR 1177) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

North 20<sup>th</sup> Street (SR 1176) is the second north-south corridor that provides access to the northern area of Morehead City. It is a 2-lane facility with 9 to 10-foot lanes from US 70 to Mayberry Loop Road (SR 1178) with a posted speed limit of 35 mph. North of

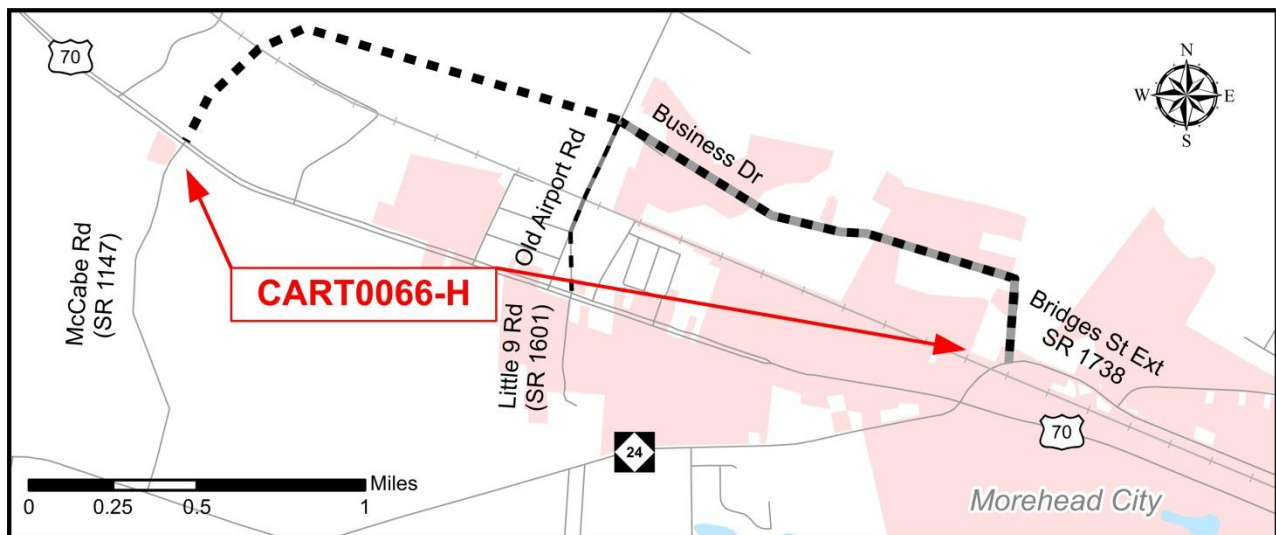
Mayberry Loop Road (SR 1178) to Country Club Road (SR 1177), it is a 2-lane facility with 9-foot lanes and a posted speed limit of 55 mph. North 20<sup>th</sup> Street (SR 1176) widens at some intersections to include exclusive left turn lanes.

North 20<sup>th</sup> Street (SR 1176) provides access to a number of commercial properties, residential areas, schools, Bay View Cemetery, mobile home parks, Calico Creek, Morehead City Marlins Baseball Big Rock Stadium, and agricultural areas. Traffic on North 20<sup>th</sup> Street (SR 1176) between Mayberry Loop Road (SR 1179) and Country Club Road (SR 1177) was 4,100 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 13,600 vpd. Traffic on North 20<sup>th</sup> Street (SR 1176) in this area is projected to increase to 4,700 vpd by 2040. North 20<sup>th</sup> Street (SR 1176) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

The only connections that exist between these two facilities currently are Tootle Road (SR 1241) / Mayberry Loop Road (SR 1179) which is 0.8 miles to the south, and the intersection of Country Club Road (SR 1177) and North 20<sup>th</sup> Street (SR 1176), which is 0.8 miles to the north.

### **CTP Project Proposal**

The proposed project (Local ID No. CART0065-H) is to construct a two-lane Major Thoroughfare with 12-foot lanes and 2-foot shoulders on new location that connects Country Club Road (SR 1177) and North 20<sup>th</sup> Street (SR 1176) at the intersection of Blair Farm Parkway. This east-west connection will help reduce congestion on North 20<sup>th</sup> Street and Country Club Road in Morehead City, enhance system linkage, and improve mobility in this area of Carteret County.



### **Identified Problem**

Existing US 70 is projected to be at capacity by 2040 from McCabe Street (SR 1147) to Bridges Street Extension (SR 1738) in Morehead City. The primary purpose of this project is to relieve congestion on the existing facility and increase mobility such that a minimum of Level of Service (LOS) D) can be achieved.

### **Justification of Need**

US 70 is a major east-west corridor in Carteret County, connecting Craven County to Newport, Morehead City, Beaufort, and other rural parts of the county. The facility is a vital artery in moving people and goods through southeast North Carolina, connecting Raleigh, Goldsboro, Kinston, New Bern, and Morehead City.

US 70 between McCabe Street (SR 1147) and Bridges Street Extension (SR 1738) is a 4-lane divided section with 12-foot lanes. The posted speed limit outside city limits is 55 mph, 45 mph to NC 24, and 35 mph within the municipal limits of Morehead City. US 70 provides access to a number of commercial properties, residential areas, schools, a Lowes Hardware™, and a Walmart™.

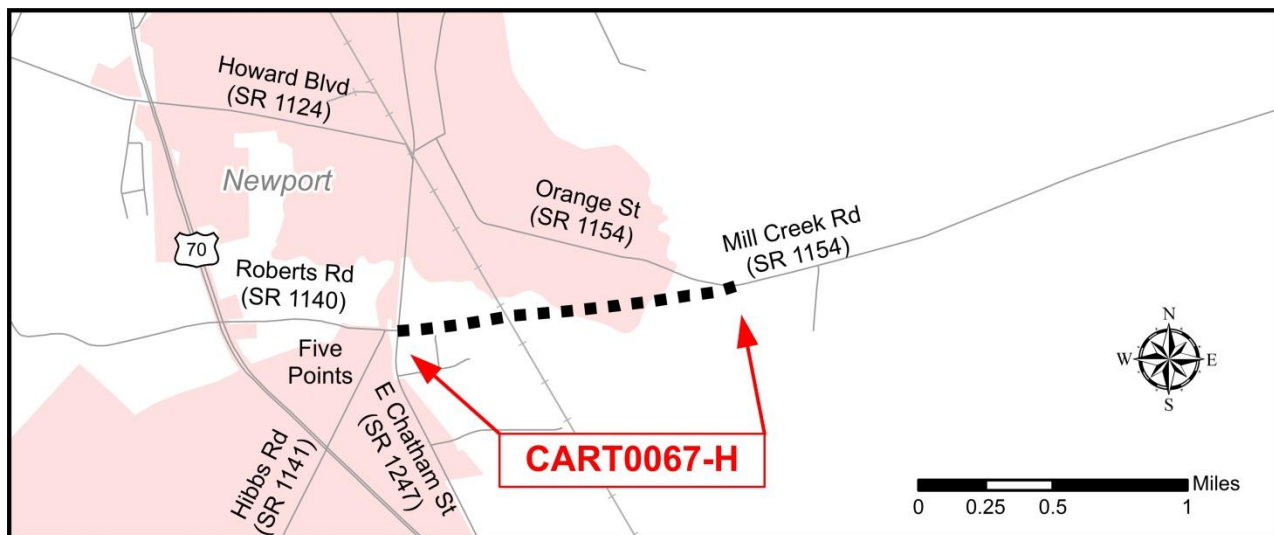
US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). In addition, US 70 is part of the Strategic Highway Corridor (SHC) Vision Plan and is functionally classified as an Other Principal Arterial. The facility type for the portion of US 70 between McCabe Street (SR 1147) and Bridges Street Extension (SR 1738) is a Boulevard.

Traffic on US 70 from McCabe Street (SR 1147) to Bridges Street Extension (SR 1738) was 28,000 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 35,000 vpd. Traffic on US 70 is projected to increase to 35,000 vpd in 2040.

### **CTP Project Proposal**

The proposed project (Local ID No. CART0066-H) is to construct a 2-lane major thoroughfare with 12-foot lanes and 2-foot shoulders on new location from McCabe Street (SR 1147) to Bridges Street Extension (SR 1738). The proposed improvements will reduce congestion on US 70 and improve mobility in this area of Carteret County.





### **Identified Problem**

There is only one facility that connects Chatham Street (SR 1247) and Mill Creek Road (SR 1154) in Newport in Carteret County. The purpose of this project is to improve east-west mobility between Chatham Street (SR 1247) and Mill Creek Road (SR 1154).

### **Justification of Need**

Chatham Street (SR 1247) is one of the north-south corridors that provide access to Newport. It is a 2-lane facility with 12-foot lanes. The posted speed limit outside city limits is 55 mph, and 35 mph within Newport. Chatham Street (SR 1247) provides access to a number of commercial properties, residential areas, Newport Elementary School and Newport Middle School, churches, agricultural areas, and rural areas. Traffic on Chatham Street (SR 1247) just north of proposed Local ID No. CART0067-H was 5,600 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 11,000 vpd. Traffic on Chatham Street (SR 1247) is projected to increase to 8,000 vpd by 2040. Chatham Street (SR 1247) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

Orange Street / Mill Creek Road (SR 1154) is one of the corridors that provides access to eastern Newport. It is also a connector to NC 101. It is a 2-lane facility with 10 to 12-foot lanes with a posted speed limit of 35 mph in city limits and 55 mph outside Newport. Orange Street / Mill Creek Road (SR 1154) provides access to a number of commercial properties, residential areas, agricultural areas, churches, and Carteret Correctional Center. Traffic on Orange Street just north of proposed Local ID No. CART0067-H was 2,200 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 9,800 vpd in the 35 mph portion and 14,100 vpd in the 55 mph portion. Traffic on Orange Street / Mill Creek Road (SR 1154) in this area is projected to

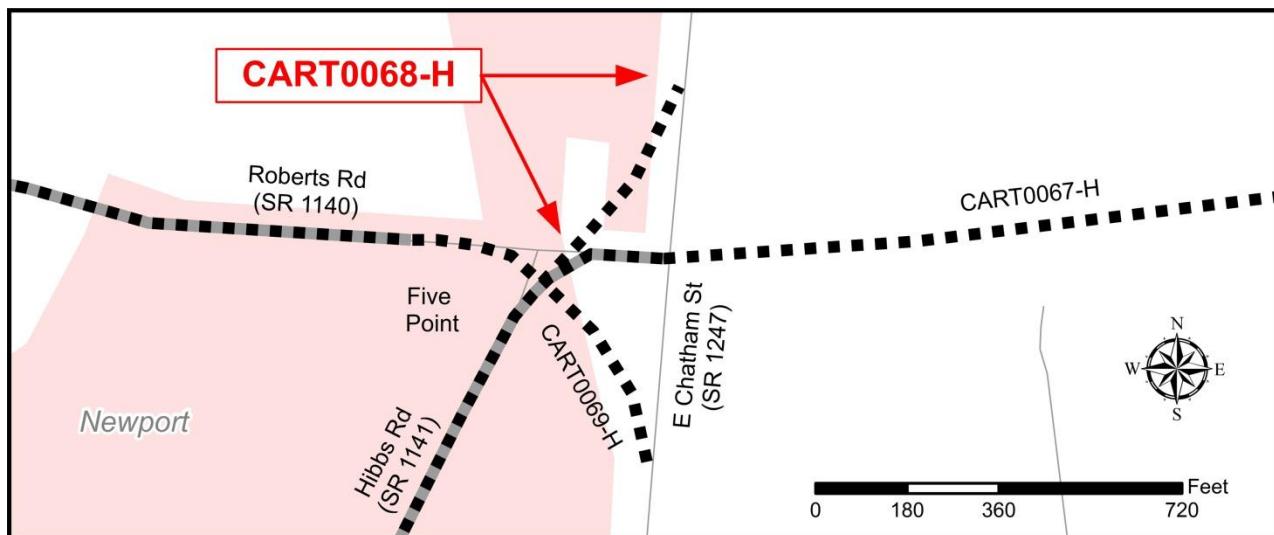


increase to 4,200 vpd by 2040. Mill Creek Road (SR 1154) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

The only connection between these two facilities currently is 0.67 miles to the north, and that requires driving through downtown Newport.

### **CTP Project Proposal**

The proposed project (Local ID No. CART0067-H) is to construct a two-lane Major Thoroughfare with 12-foot lanes and 2-foot shoulders on new location that connects Chatham Street (SR 1247) and Mill Creek Road (SR 1154). This east-west connection will help reduce congestion on Chatham Street (SR 1247), enhance system linkage in Newport, and improve mobility in this area of Carteret County.



### **Identified Problem**

The intersections of Roberts Road (SR 1140) at Hibbs Road (SR 1141) and Roberts Road (SR 1140) at Chatham Street (SR 1247) are approximately 250 feet apart. The purpose of this project is to improve connectivity between Chatham Street, Roberts Road, and Hibbs Road.

### **Justification of Need**

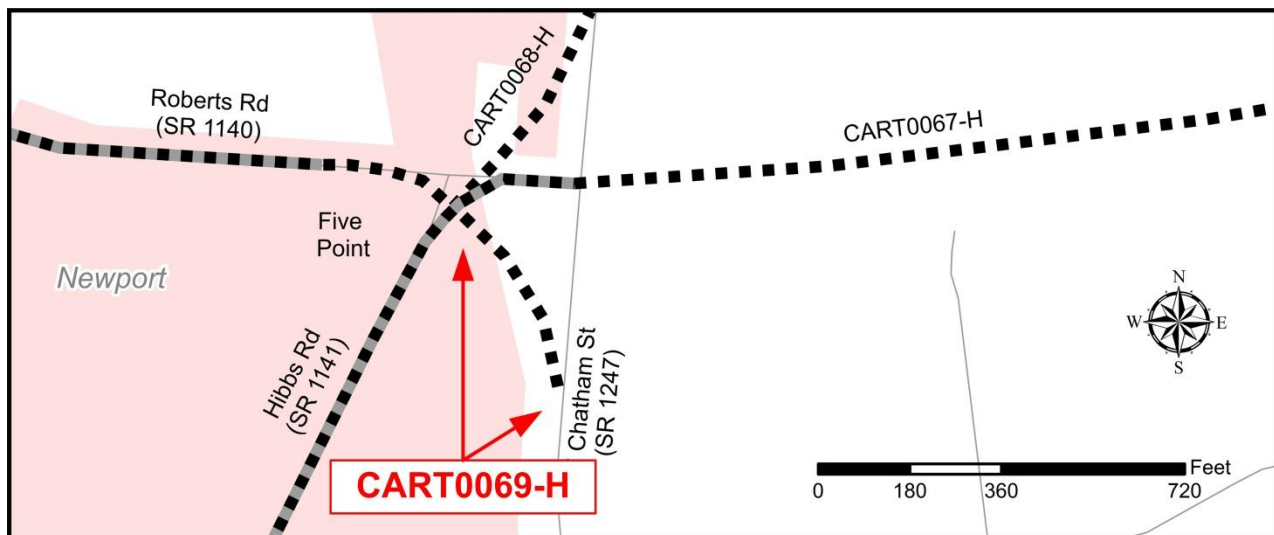
Chatham Street (SR 1247) is one of the north-south corridors that provide access to Newport. It is a 2-lane facility with 12-foot lanes. The posted speed limit outside city limits is 55 mph and 35 mph inside Newport. Chatham Street provides access to a number of commercial properties, residential areas, Newport Elementary School and Newport Middle School, churches, agricultural areas, and rural areas. Traffic on Chatham Street (SR 1247) just north of Roberts Road (SR 1140) was 5,600 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 11,000 vpd. Traffic on Chatham Street (SR 1247) is projected to increase to 8,000 vpd by 2040. Chatham Street (SR 1247) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

Roberts Road (SR 1140) is an east-west facility that connects Nine Mile Road (SR 1124) to US 70 and Chatham Street (SR 1247). It is a 2-lane facility with 9-foot lanes and the posted speed limit is 55 mph. Roberts Road (SR 1140) provides access to a number of commercial properties, residential areas, Grace Christian School, agricultural areas, mobile home parks, and rural areas. Traffic on Roberts Road (SR 1140) east of US 70 was 1,300 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 14,800 vpd. Traffic on Roberts Road (SR 1140) east of US 70 is projected to increase to 1,700 vpd by 2040. Roberts Road (SR 1140) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

Hibbs Road (SR 1141) is a north-south facility that connects NC 24 to US 70 and Roberts Road (SR 1140). It is a 2-lane facility with 10 to 11-foot lanes and a posted speed limit of 55 mph outside Newport and 35 mph in the city limits. Hibbs Road (SR 1141) provides access to a number of commercial properties, residential areas, Newport Middle School, agricultural areas, a land fill, and rural areas. Traffic on Hibbs Road (SR 1141) north of US 70 was 1,600 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 10,600 vpd. Traffic on Hibbs Road (SR 1141) is projected to increase to 2,800 vpd by 2040. Hibbs Road (SR 1141) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

### **CTP Project Proposal**

The proposed project (Local ID No. CART0068-H) is to construct a two-lane Major Thoroughfare with 12-foot lanes and 2-foot shoulders on new location that connects Chatham Street (SR 1247) to the intersection of Roberts Road (SR 1140) at Hibbs Road (SR 1141). This north-south connection will help reduce congestion at the intersection of Chatham Street (SR 1247) and Roberts Road (SR 1140), enhance system linkage in Newport, and improve mobility in this area of Carteret County. This project will be the northern leg of the proposed five-point intersection. Alternately, with the projected low volumes this intersection would be suitable for a roundabout.



### **Identified Problem**

The intersections of Roberts Road (SR 1140) at Hibbs Road (SR 1141) and Roberts Road (SR 1140) at Chatham Street (SR 1247) are approximately 250 feet apart. The purpose of this project is to improve connectivity between Chatham Street (SR 1247), Roberts Road (SR 1140), and Hibbs Road (SR 1141).

### **Justification of Need**

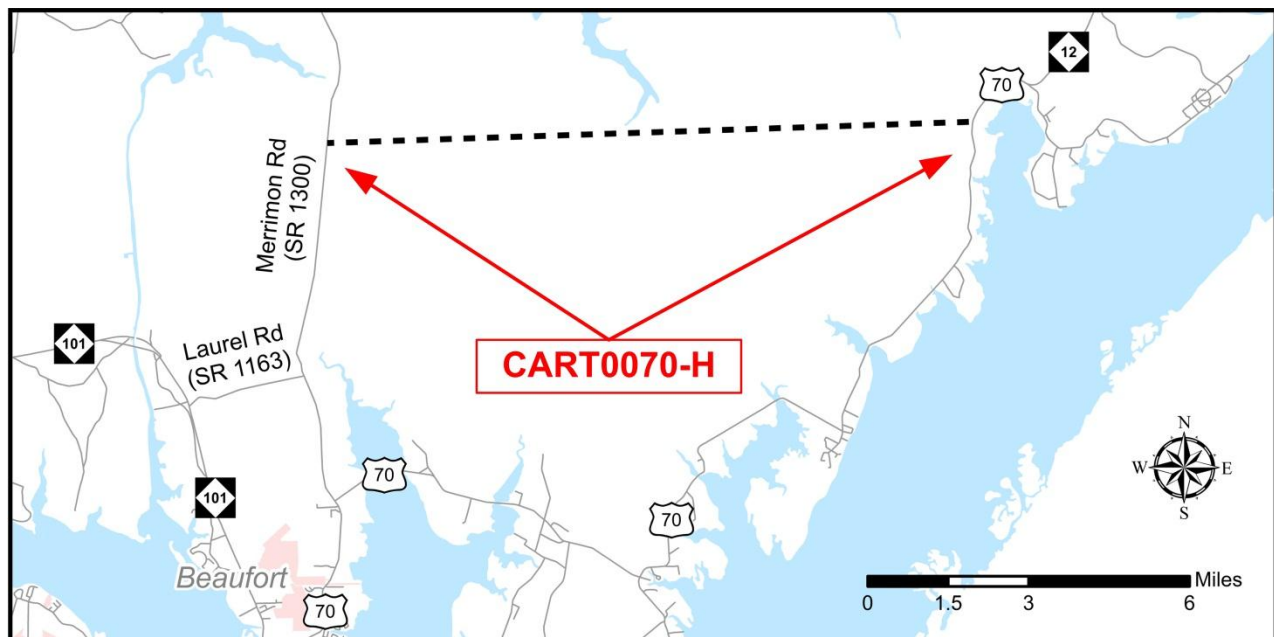
Chatham Street (SR 1247) is one of the north-south corridors that provide access to Newport. It is a 2-lane facility with 12-foot lanes. The posted speed limit outside city limits is 55 mph and 35 mph inside Newport. Chatham Street (SR 1247) provides access to a number of commercial properties, residential areas, Newport Elementary School and Newport Middle School, churches, agricultural areas, downtown Newport, and rural areas. Traffic on Chatham Street (SR 1247) just north of Roberts Road (SR 1140) was 5,600 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 11,000 vpd. Traffic on Chatham Street (SR 1247) is projected to increase to 8,000 vpd by 2040. Chatham Street (SR 1247) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

Roberts Road (SR 1140) is an east-west facility that connects Nine Mile Road (SR 1124) to US 70 and Chatham Street (SR 1247). It is a 2-lane facility with 9-foot lanes and the posted speed limit is 55 mph. Roberts Road (SR 1140) provides access to a number of commercial properties, residential areas, Grace Christian School, agricultural areas, mobile home parks, and rural areas. Traffic on Roberts Road (SR 1140) east of US 70 was 1,300 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 14,800 vpd. Traffic on Roberts Road (SR 1140) east of US 70 is projected to increase to 1,700 vpd by 2040. Roberts Road (SR 1140) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

Hibbs Road (SR 1141) is a north-south facility that connects NC 24 to US 70 and Roberts Road (SR 1140). It is a 2-lane facility with 10 to 11-foot lanes and a posted speed limit of 55 mph outside Newport and 35 mph in the city limits. Hibbs Road provides access to a number of commercial properties, residential areas, Newport Middle School, agricultural areas, a landfill, and rural areas. Traffic on Hibbs Road (SR 1141) north of US 70 was 1,600 vpd in 2010. The Level of Service (LOS) D for this facility is 10,600 vpd. Traffic on Hibbs Road (SR 1141) is projected to increase to 2,800 vpd by 2040. Hibbs Road (SR 1141) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN).

### **CTP Project Proposal**

The proposed project (Local ID No. CART0069-H) is to construct a two-lane Major Thoroughfare with 12-foot lanes and 2-foot shoulders on new location that connects Chatham Street (SR 1247) to the intersection of Roberts Road (SR 1140) at Hibbs Road (SR 1141). This north-south connection will help reduce congestion at the intersection of Chatham Street (SR 1247) and Roberts Road (SR 1140), enhance system linkage in Newport, and improve mobility in this area of Carteret County. This project will be the southeastern leg of the proposed five-point intersection.



### **Identified Problem**

US 70 is the only route that provides access for people in eastern Carteret County. The primary purpose of this project is to increase connectivity between central and eastern Carteret County between US 70 and Merrimon Road (SR 1300).

### **Justification of Need**

US 70 is a major east-west corridor in Carteret County, connecting Craven County to Newport, Morehead City, Beaufort, and other rural parts of the county. The facility is a vital artery in moving people and goods through southeast North Carolina, connecting Raleigh, Goldsboro, Kinston, New Bern, and Morehead City.

US 70 between Merrimon Road (SR 1300) and NC 12 is a 2-lane facility with 10 to 12-foot lanes and a posted speed limit of 55 mph. It widens at some intersections to accommodate exclusive left and right turn lanes. US 70 provides access to a number of commercial properties, residential areas, municipal buildings, agricultural areas, the ferry to Portsmouth and Ocracoke Islands, and rural areas. US 70 is part of the statewide tier of the NC Multimodal Investment Network (NCMIN). It is functionally classified as an Other Principle Arterial from Merrimon Road (SR 1300) to Marshallberg Road (SR 1347.) North of Marshallberg Road (SR 1347) is classified as a Major Collector.

By 2040, the facility is projected to be over capacity based on providing a Level of Service (LOS) D. Traffic on US 70 east of Merrimon Road (SR 1300) is projected to

increase from 9,800 vehicles per day (vpd) in 2010 to 15,200 vpd in 2040, compared to a LOS D capacity of 12,000 vpd.

Merrimon Road (SR 1300) is a north-south facility that connects US 70 to Laurel Road (SR 1163) and the community of Merrimon in northern Carteret County. It is a 2-lane facility with 9 to 10-foot lanes and a posted speed limit of 55 mph. Merrimon Road (SR 1300) provides access to a number of commercial properties, residential areas, agricultural areas, and rural areas. Traffic on Merrimon Road (SR 1300) north of US 70 was 3,500 vehicles per day (vpd) in 2010. The Level of Service (LOS) D for this facility is 15,300 vpd. Traffic on Merrimon Road (SR 1300) is projected to increase to 5,300 vpd by 2040. Merrimon Road (SR 1300) is part of the sub regional tier of the NC Multimodal Investment Network (NCMIN) and is functionally classified as a Major Collector.

### **CTP Project Proposal**

The proposed project (Local ID No. CART0070-H) is to construct a two-lane minor thoroughfare with 12-foot lanes and 2-foot shoulders on new location that connects Merrimon Road (SR 1300) to US 70. This east-west connection will provide additional access to eastern Carteret County, help reduce congestion on US 70, provide an additional emergency escape route, and improve mobility in this area of Carteret County.

Some major challenges have been identified for this project proposal such as the potential for miles of roadway flooding in the project vicinity, deep ditch concerns adjacent to the facility, and possible local levy issues. These concerns could not be fully addressed within the scope and schedule of this study; however, all concerns for this project proposal should be addressed as NCDOT works closely with Carteret County to meet its needs.

## **Minor Widening Improvements**

The following routes are recommended to be upgraded to two 12-foot lanes with 2-foot paved shoulders to bring them up to current design standards.

- **CART0019-H:** Front Street – From Live Oak Street to Turner Street
- **CART0020-H:** Live Oak Street – From Cedar Street (US 70) to Front Street
- **CART0021-H:** Turner Street – From Cedar Street (US 70) to Front Street
- **CART0022-H:** Turner Street – From Cedar Street (US 70) to TIP No. R-3307 (Gallant's Channel Bridge)
- **CART0023-H:** West Beaufort Road – From the intersection with NC 101 to the intersection with Turner Street
- **CART0024-H:** Lennoxville Road – From the intersection with Live Oak Street (US 70) to the intersection with Front Street
- **CART0026-H:** Old Winberry Road – From the intersection to Mill Creek Road to the intersection with NC 101
- **CART0027-H:** Stella Road – From NC 58 to the Onslow County Line. Connect to Belgrade-Swansboro Road
- **CART0028-H:** Straits Road – From Harkers Island Road to Marshallberg Road
- **CART0029-H:** Nine Foot Road (W-4700) – From Lake Road to US 70
- **CART0030-H:** Harkers Island Road – From US 70 to Cape Point Drive
- **CART0031-H:** Old Cedar Island Road – From NC 12 intersection to Morris Marina Road in Atlantic
- **CART0032-H:** Taylor Notion Road – From NC 24 to NC 58
- **CART0033-H:** Barbour Road – From Tootle Road to Bridges Street
- **CART0034-H:** Country Club Road – From Bridges Street (SR 1738) to Blair Farm Parkway Extension
- **CART0035-H:** Country Club Road – From Blair Farm Parkway Extension to Blair Farm Parkway (Closed Loop)
- **CART0036-H:** Friendly Road – From Country Club Road to Arendell Street (US 70)
- **CART0038-H:** McCabe Road – From US 70 to NC 24
- **CART0039-H:** North 20<sup>th</sup> Street – From Country Club Road to Arendell Street (US 70)
- **CART0040-H:** North 35<sup>th</sup> Street – From Country Club Road to Bridges Street
- **CART0041-H:** Tootle Road / Mayberry Loop Road – From Country Club Road intersection to North 20<sup>th</sup> Street
- **CART0042-H:** Nine Mile Road – From NC 24 to the intersection of Lake Road
- **CART0043-H:** Hibbs Road – From NC 24 to US 70



- **CART0044-H:** Howard Road – From Nine Foot Road to the intersection with Masontown Road
- **CART0045-H:** Masontown Road – From Nine Foot Road to Chatham Street
- **CART0047-H:** Mill Creek Road – From Rocks intersection Lane to Old Winberry Road
- **CART0048-H:** Tom Mann Road – From Masontown Road to Chatham Street
- **CART0049-H:** Millis Road – From Whitehouse Fork Road to Nine Mile Road
- **CART0050-H:** Whitehouse Fork Road – From NC 58 to the intersection with Millis Road on the northeast
- **CART0051-H:** Lake Road – From Nine Mile Road to the Carteret County Line. Reconnect to US 70 in Craven County
- **CART0052-H:** Laurel Road – From NC 101 to Merrimon Road
- **CART0053-H:** Marshallberg Road – From US 70 to Woody Road
- **CART0054-H:** North 4<sup>th</sup> Street – From Bridges Street to Arendell Street (US 70)
- **CART0055-H:** Blair Farm Parkway – From North 20<sup>th</sup> Street to Country Club Road
- **CART0056-H:** Bridges Street – From North 20<sup>th</sup> Street to Bald Drive
- **CART0057-H:** Bridges Street – From North 20<sup>th</sup> Street to 4<sup>th</sup> Street
- **CART0058-H:** Church Street – From Market Street to Little Deep Creek Road
- **CART0059-H:** Howard Boulevard – From US 70 to West Railroad Boulevard. Then, connect to Chatham Street
- **CART0060-H:** Little Deep Creek Road – From Church Street to Cyrus Pollard Road
- **CART0061-H:** Market Street – From Chatham Street to Orange Street
- **CART0062-H:** Orange Street – From Market Street to Mill Creek Road
- **CART0063-H:** Roberts Road – From new "five-point intersection" to US 70

## **PUBLIC TRANSPORTATION & RAIL**

A public transportation and rail assessment was completed during the development of the CTP. At this time, there are no recommended improvements associated with the rail mode; however, there are recommended improvements associated with the public transportation mode.

### **Public Transportation**

There are proposed Fixed Routes Systems. These routes are as follows:

#### ***Route No. 1:***

##### ***Section -- Bridge Street Extension, Bridges Street, and US 70***

From a park-and-ride lot to be located near the intersection with NC 24 toward the intersection with 4<sup>th</sup> Street, then going south on 4<sup>th</sup> Street and reconnecting with US 70 toward Beaufort where a park-and-ride lot is to be located near Turner Street then looping back toward 4<sup>th</sup> Street

##### ***Section -- Arendell Street (US 70)***

From the intersection with 4<sup>th</sup> Street, traveling west, to the intersection with NC 24

#### ***Route No. 2:***

##### ***Section -- NC 24***

West of the intersection with US 70, where a park-and-ride lot will be located, traveling east, to the intersection with NC58

##### ***Section -- NC 58***

From the intersection with NC 24 via the Cameron Langston Bridge, going toward a park-and-ride lot to be located in Emerald Isle, traveling east, to the intersection with the Atlantic Beach Causeway in Atlantic Beach, where another park-and-ride lot will be located, then continuing east on East Fort Macon Road (NC 58) toward the end of the road and returning back on NC 58 toward the park-and-ride lot in Atlantic Beach

##### ***Section -- Atlantic Beach Bridge***

From the park-and-ride lot to be located near the Atlantic Beach Causeway toward Morehead City where a park-and-ride lot is to be located near the intersection of Arendell Street (US 70) and NC 24

**Route No. 3:***Section -- Cedar Street (US 70)*

A park-and-ride lot is to be located in near the intersection with Turner Street, then traveling east along US 70 to the intersection with NC 12 and continuing on US 70 to the intersection with Winston Drive and looping back around to the intersection with NC 12

*Section -- NC 12*

Continuing from the intersection with US 70 toward Driftwood Drive with a park-and-ride lot near the vicinity of Driftwood Drive and the Ferry Station to Ocracoke

*Section -- US 70*

From the park-and-ride lot near the intersection of US 70 and NC 24 toward New Bern in Craven County

After the agreement of the parties involved in the location of the park-and-ride lots, the County and the involved municipalities should work actively on the actual location of the park-and-ride lots--through lease agreements with entities such as municipal complexes, shopping centers, churches, among others. The involved parties could pursue the designation of the park-and-ride lots within existing parking spaces of already developed properties.

A future intermodal transit station will be considered in the Town of Morehead City to provide bus and train services. Amtrak is currently considering train services.

## **Rail**

The major rail line in Carteret County is the North Carolina Railroad (NCRR) line that runs through Raleigh/Selma/Goldsboro/New Bern/Morehead City. The NCRR is 320 miles long and also heads west out of Raleigh to Cary/Durham/Greensboro/Charlotte. NCRR is owned by the State of North Carolina with its own staff headquartered in Raleigh, who manages the right-of-way. Train operations are leased to the Norfolk Southern (NS) Railway who provides the rail service over the line. Two freight trains per day (no passenger trains) generally operate over the line from Morehead City to New Bern at speeds up to 35 mph with 15 mph being the maximum speed in Morehead City area.

The NCRR connects with the railroad tracks owned by the State Ports in Morehead City where NS receives and delivers the rail business from the Port. Rail operations on the tracks in the State Port are performed by a contract railroad operator. The State Port tracks are located on the Morehead City side of the Port's property as well as over to Radio Island which is located between Morehead City and Beaufort. The tracks at Morehead City and Radio Island are connected by a long railroad bridge about 1/3 of a mile long over the Newport River. A major portion of this bridge was replaced in 1999 with a new concrete structure. The steel bascule span (about 120 feet long that lifts up to provide an opening for river-going vessels) is under consideration for replacement if funds can be obtained. Its condition currently limits the rail traffic that can be moved over to Radio Island and therefore restricts the ability by the Port to expand and develop rail-type business on Radio Island.

The rail line to Radio Island now dead-ends at that location. Up until 25 years ago, it went all the way to Beaufort, but that portion has now been abandoned and will not be rebuilt.

With development of the Global Transpark (GTP) in Kinston, additional rail traffic and utilization of the port for that purpose is a possibility. The Port of Morehead City is a primary rail user in Carteret County. Rail traffic at the port is growing rapidly. The Port of Morehead City's rail volume has more than doubled from CY 2009 to CY 2010. The increase from 472 rail cars in 2009 to 1049 in 2010 is due to new business, export billets, and import of wire rod in coil. Other rail moves, such as rubber and steel rail for Norfolk Southern, have remained steady year over year. In addition to growing existing businesses that utilize rail, the port is focused on growing new businesses at the port that is rail dependant. The Port of Morehead City is marketing the export of agriculture and biofuels (woodchips) which are not dependant on rail at start-up but would require significant rail moves as cargo volume increases over the long term.

Another short rail line from Havelock (where it connects with the NCRR) to Jacksonville crosses the western edge of Carteret County. It is called the Camp Lejeune Railroad and provides rail service to Camp Lejeune. One freight train per day generally operates over it at speeds of up to 25 mph. No additional future use, other than the usage which exists today, is known for this rail line.

## **BICYCLE**

During the development of the CTP, the following facilities were identified as recommended bicycle routes and will need improvement. In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 5-foot bike lanes or 14-foot wide shoulder lanes.
- Shoulder sections require a minimum of 4-foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54-inch railings.

### ***Atlantic Beach***

- **CART0091-B:** East Fort Macon Road – From Fort Macon State Park in the east to the intersection with Atlantic Beach Causeway Road
- **CART0093-B:** Atlantic Beach Causeway Road – From NC 58 to Atlantic Beach Bridge
- **CART0101-B:** NC 58 (West Fort Macon Road) – From Atlantic Beach Causeway Road to Town Limits (at Pine Knoll Shores)
- **CART0102-B:** Atlantic Beach Bridge – From Atlantic Beach Causeway Road to Morehead City

### ***Beaufort***

- **CART0001-B:** US 70 – From the intersection with NC 101 traveling north to the intersection with TIP R-3307
- **CART0013-B:** NC 101 – From the intersection with Copeland Road traveling north to the intersection with Lake Road
- **CART0003-B:** US 70 – TIP R-3307: From the intersection with Arendell Street traveling east to the intersection with West Beauford Road
- **CART0014-B:** Ann Street – From the intersection with Sunset Lane traveling west to the marina
- **CART0015-B:** Broad Street – From the intersection with Moore Street to the intersection with Fulford Street
- **CART0016-B:** Campen Road – From the intersection with Carraway Drive to the intersection with Professional Park Drive

- **CART0017-B:** Campen Road – From the intersection with Lockhart Drive to the intersection with Wellons Drive
- **CART0020-B:** Crescent Drive – From the intersection with Live Oak Street (US 70) to the intersection with Campen Road
- **CART0021-B:** Glenda Drive – From the intersection with Wellons Drive to the intersection with Pinners Point Road
- **CART0022-B:** Live Oak Street – From the intersection with Front Street to the intersection with Cedar Street (US 70)
- **CART0024-B:** Moore Street – From the intersection with Front Street to the intersection with Broad Street
- **CART0025-B:** Wellons Drive – From the intersection with Campen Road to the intersection with Glenda Drive
- **CART0027-B:** Howland Parkway – From the intersection with Pinners Point Road traveling east to the end of the road
- **CART0028-B:** Lennoxville Road – From the intersection with Carteret Avenue traveling east to the end of the road
- **CART0030-B:** Pinners Point Road – From the intersection with Live Oak Street (US 70) to the intersection with Howland Parkway
- **CART0031-B:** Professional Park Drive – From the intersection with Campen Road to the intersection with Live Oak Street (US 70)
- **CART0032-B:** Rivers Island Road – From the intersection with Arendell Street traveling south to the end of the road
- **CART0034-B:** Davis Bay Drive – From the intersection with Lennoxville Road traveling north to the end of the road
- **CART0035-B:** Lewistown Road – From the intersection with Lennoxville Road to the intersection with Lennoxville Point Road
- **CART0036-B:** Myrtie Lane – From the intersection with Howland Parkway to the intersection with North Shore Drive
- **CART0039-B:** North Shore Drive – From the intersection with Myrtie Lane traveling south to the end of the road

#### **Multi-Use Path**

- **CART0004-M:** US 70 (Arendell St) – From the intersection with Pivers Island Road traveling west toward Morehead City
- **CART0011-M:** NC 101 – From the intersection with US 70 traveling north to the intersection with Copeland Road
- **CART0018-M:** Campen Road – From the intersection with Carraway Drive to the intersection with Lockhart Drive
- **CART0019-M:** Carraway Drive – From the intersection with NC 101 to the intersection with Campen Road

- **CART0023-M:** Lockhart Drive – From the intersection with Campen Road to the intersection with Steep Point Drive
- **CART0029-M:** Freedom Park – Extending Freedom Park from the intersection with Leonda Drive going west 0.24 miles then going north for 0.42 miles then going east for 0.18 miles then going north ending at the intersection with Sycamore Drive
- **CART0033-M:** Steep Point Road – From the intersection with Live Oak Street (US 70) to the intersection with Sleep Point Landing
- **CART0037-M:** Railroad track – Along the abandoned railroad track from the intersection with Live Oak Street traveling north, connecting with West Beaufort Street
- **CART0038-M:** Steep Point Road – From the intersection with Steep Point Road, extending Sleep Point Landing north and connecting with Howland Parkway
- **CART0042-M:** Copeland Road – From the intersection with NC 101 traveling west to the intersection with West Beauford Road

## ***County***

- **CART0009-B:** US 70 – From the intersection with TIP R-3307 traveling north to the intersection with Merrimon Road

## ***Emerald Isle***

- **CART0103-B:** NC 58 (Emerald Drive) – Cameron Langston Bridge

### **Multi-Use Path**

- **CART0008-M:** NC 58 (Emerald Drive) – From the intersection with Coast Guard Road to the north, connecting with Cameron Langston Bridge
- **CART0009-M:** NC 58 Emerald Drive to Salter Path Road – From the intersection with Hurst Road to the intersection with Ocean View Lane
- **CART0104-M:** Old Ferry Road – From the intersection with NC 58 (Emerald Drive) to the end of the road
- **CART0105-M:** Coast Guard Road – From the intersection with NC 58 to the intersection with Wyndtree Drive

## ***Morehead City***

- **CART0005-B:** US 70 (Arendell St) – From the intersection with North 35<sup>th</sup> Street to the intersection with 4<sup>th</sup> Street
- **CART0041-B:** Tootle Road – From the intersection with Country Club Road to the intersection with Mayberry Loop Road
- **CART0046-B:** 4<sup>th</sup> Street – From the intersection with Fisher Street to the intersection with Evans Street
- **CART0047-B:** Atlantic Drive – From the intersection with Holly Lane to the intersection with Mansfield Parkway
- **CART0048-B:** Bay Street – From the intersection with North 18<sup>th</sup> Street to the intersection with North 7<sup>th</sup> Street
- **CART0049-B:** Blair Farm Parkway – From the intersection with North 20<sup>th</sup> Street to the intersection with Country Club Road
- **CART0050-B:** Bridges Street – From the intersection with North 35<sup>th</sup> Street to the intersection with North 20<sup>th</sup> Street
- **CART0051-B:** Chalk Street/Bogue Avenue – From the intersection with Bryan Street, continuing on Bogue Avenue to the intersection with Rochelle Drive
- **CART0052-B:** Evans Street – From the intersection with South 34<sup>th</sup> Street to the intersection with 4<sup>th</sup> Street
- **CART0053-B:** Fisher Street – From the intersection with North 20<sup>th</sup> Street to the intersection with North 18<sup>th</sup> Street
- **CART0054-B:** Fisher Street – From the intersection with North 7<sup>th</sup> Street to the intersection with 4<sup>th</sup> Street
- **CART0055-B:** Holly Lane – From the intersection with Bryan Street to the intersection with Midyette Avenue
- **CART0056-B:** Mansfield Parkway – From the intersection with South Coral Drive to the intersection with Atlantic Drive
- **CART0058-B:** North 18<sup>th</sup> Street – From the intersection with Fisher Street to the intersection with Bay Street
- **CART0059-B:** North 20<sup>th</sup> Street/South 20<sup>th</sup> Street – From the intersection with Bridges Street to the intersection with Shepard Street
- **CART0060-B:** North 35<sup>th</sup> Street – From the intersection with Arendell Street to the intersection with Bridges Street
- **CART0061-B:** North 7<sup>th</sup> Street – From the intersection with Bay Street to the intersection with Fisher Street
- **CART0063-B:** Rochelle Drive – From the intersection with Arendell Street (US 70) to the intersection with Holly Lane



- **CART0064-B:** Shackleford Street/Shepard Street – Starting on Shackleford from the intersection with South 18<sup>th</sup> Street continuing onto Shepard Street past the intersection with South 12<sup>th</sup> Street, ending on South 3<sup>rd</sup> Street
- **CART0065-B:** Shepard Street – From the intersection with South 20<sup>th</sup> Street to the intersection with South 18<sup>th</sup> Street
- **CART0066-B:** South 18<sup>th</sup> Street – From the intersection with Shepard Street to the intersection with Shackleford Street
- **CART0067-B:** South 3<sup>rd</sup> Street – From the intersection with Arendell Street to the intersection with Shepard Street
- **CART0068-B:** South Coral Drive – From the intersection with Rochelle Drive to the intersection with Mansfield Parkway
- **CART0069-B:** Barbour Road – From the intersection with Tootle Road to the intersection with Bridges Street
- **CART0071-B:** Bryan Street – From the intersection with NC 24 to the intersection with Holly Lane
- **CART0072-B:** Business Drive – From the intersection with Old Airport Road to the intersection with Miller Farm Road
- **CART0073-B:** Country Club Road – From the intersection with Bridges Street, traveling east, to the intersection with Blair Farm Parkway
- **CART0074-B:** Friendly Road – From the intersection with Country Club Road to the intersection with Bridges Street
- **CART0076-B:** Little 9 Road – From the intersection with US 70 to the intersection with NC 24
- **CART0077-B:** Mayberry Loop Road – Starting on the north part of the loop on North 20<sup>th</sup> Street and ending on the south part of the loop on North 20<sup>th</sup> Street
- **CART0078-B:** McCabe Rd – From the intersection with US 70 to the intersection with NC 24
- **CART0080-B:** North 20<sup>th</sup> Street – From the intersection with Country Club Road to the intersection with Bridges Street
- **CART0081-B:** North 35<sup>th</sup> Street – From the intersection with Country Club Road to the intersection with Bridges Street
- **CART0084-B:** Swinson Park Road – From the intersection with Country Club Road to the intersection with Bridges Street

### **Multi-Use Path**

- **CART0006-M:** US 70 – From the intersection with McCabe Road to the intersection with Little Nine Drive
- **CART0007-M:** US 70 (Arendell St) – Arendell Street Coastline Closed Loop: From South Lockhart Street to South 34<sup>th</sup> Street
- **CART0010-M:** NC 24 – From the intersection with McCabe Road to the intersection with Rochelle Drive
- **CART0057-M:** Marine Road – From the intersection with US 70 to the intersection with Olde Towne Yacht Club Road
- **CART0062-M:** Olde Towne Yacht Club Road – From the intersection with Marine Road traveling east to the end of the road
- **CART0070-M:** Bridge Street Extension – From the intersection with Gloria Dawn Road to the intersection with Country Club Road
- **CART0075-M:** Gloria Dawn Road – From the intersection with Pond Drive to the intersection with Bridge Street Extension
- **CART0079-M:** New multi-use path facility – From the intersection with Gloria Dawn Road to the intersection with Country Club Road north of Bridge Street Extension
- **CART0082-M:** Pond Drive – From the intersection with Miller Farm Road to the intersection with Gloria Dawn Road
- **CART0083-M:** Rochelle Drive – From the intersection with US 70 to the intersection with Bridge Street Extension

### ***Newport***

- **CART0106-B:** Nine Mile Road – From the intersection with NC 24 to the intersection with Lake Road
- **CART0107-B:** Nine Foot Road – From the intersection with Lake Road to the intersection with US 70 (Arendell Street)
- **CART0108-B:** McCabe Road – From the intersection with US 70 to the intersection with NC 24
- **CART0109-B:** Hibbs Road – From the intersection with NC 24 to East Chatham Street

### **Multi-Use Path**

- **CART0085-M:** McQueen Avenue – From the intersection with East Chatham Street to the intersection with Joyce Avenue
- **CART0086-M:** East Chatham Street – From the intersection with Westfield Road to the intersection with McQueen Avenue
- **CART0088-M:** NC 24 – From the intersection with US 70 to Cedar Lane in Cedar Point

In the future, further coordination is required with the Croatan Regional Bicycle and Trails Plans – currently under development.

## **PEDESTRIAN**

During the development of the Carteret County CTP, several facilities were identified as needed new sidewalks or in need of improvement. These needs are identified below:

### ***Atlantic Beach***

#### **Sidewalks – Recommended**

- **CART0061-P:** Atlantic Boulevard – From East Drive to West Drive
- **CART0062-P:** NC 58 (West Fort Macon Road) – From Atlantic Beach Causeway Road to North Kinston Avenue
- **CART0063-P:** NC 58 (West Fort Macon Road) – From North Raleigh Avenue to North Charlotte Avenue
- **CART0064-P:** NC 58 (West Fort Macon Road) – From North Durham Avenue to Cedar Lane
- **CART0065-P:** Atlantic Beach Bridge – From Atlantic Beach Causeway Road to the intersection with Evans Street in Morehead City

### ***Emerald Isle***

#### **Sidewalks – Recommended**

- **CART0001-P:** US 58 (Emerald Drive) – From the intersection with Lee Avenue traveling east to the intersection with Cedar Tree Lane
- **CART0002-P:** US 58 (Emerald Drive/Salter Path Road) – from the intersection with Cedar Tree Lane traveling east to the intersection with Wamsquam Lane
- **CART0003-P:** US 58 (Emerald Drive) – Cameron Langston Bridge

### ***Indian Beach***

#### **Sidewalks – Recommended**

- **CART0040-P:** US 58 (Salter Path Road) – From the intersection with Ocean View Lane to the intersection with Sandpiper Lane (Pine Knoll Shores border)

## ***Morehead City***

### **Sidewalks – Needs Improvement**

- **CART0011-P:** US 70 (Arendell Street) – From the intersection with Rochelle Drive to the intersection with South 35<sup>th</sup> Street
- **CART0015-P:** US 70 (Arendell Street) – From the intersection with North 4<sup>th</sup> Street to 340 feet east of the intersection with North 4<sup>th</sup> Street to the boat ramps
- **CART0026-P:** US 70 (Arendell Street) – From the intersection with South 34<sup>th</sup> Street to the intersection with South 25<sup>th</sup> Street
- **CART0034-P:** Shepard Street – From the intersection with South 20<sup>th</sup> Street to the intersection with South 19<sup>th</sup> Street

### **Sidewalks -- Recommended**

- **CART0003-P:** McCabe Road – From the intersection with US 70 to the intersection with NC 24
- **CART0006-P:** Woodbridge Drive – From the intersection with NC 24 going south 1,200 feet
- **CART0019-P:** Business Drive / Pond Drive – From the intersection with Old Airport Road to the intersection with Gloria Dawn Road
- **CART0020-P:** Gloria Dawn Road – From the intersection with Pond Drive to the intersection with Bridge Street Extension
- **CART0021-P:** Bridge Street Extension – From the intersection with Gloria Dawn Road to the intersection with Country Club Road
- **CART0024-P:** Country Club Road – From the intersection with Bridges Street to the intersection with Blair Farm Parkway
- **CART0025-P:** Friendly Road – From the intersection with Country Club Road to the intersection with US 70 (Arendell Street)
- **CART0027-P:** 35<sup>th</sup> Street – From the intersection with Country Club Road to the intersection with Mandy Lane
- **CART0028-P:** Tootle Road – From the intersection with Country Club Road to the intersection with Mayberry Loop Road
- **CART0029-P:** Mayberry Loop Road – From the intersection with Tootle Road to the intersection with North Yaupon Terrace
- **CART0030-P:** Barbour Road – From the intersection with Tootle Road, going south and connecting to the existing sidewalk
- **CART0031-P:** North 20<sup>th</sup> Street – From the intersection with Country Club Road to the intersection with Golden Lane

- **CART0032-P:** South 20<sup>th</sup> Street – From the intersection with Arendell Street to the intersection with Shepard Street
- **CART0033-P:** Old Airport Road – From the intersection with US 70 (Arendell Street) to the intersection with Business Drive
- **CART0035-P:** Blair Farm Parkway – From the intersection with Country Club Road, going west connecting to the existing sidewalk (approximately Ivory Gull Drive)
- **CART0036-P:** North 15<sup>th</sup> Street – From Fisher Street, going north connecting to the existing sidewalk
- **CART0037-P:** South 15<sup>th</sup> Street – From the intersection with Evans Street to the intersection with Shepard Street
- **CART0038-P:** South 11<sup>th</sup> Street – From the intersection with Evans Street to the intersection with Shepard Street
- **CART0017-P:** Atlantic Beach Causeway Bridge – From Morehead City to Atlantic Beach Causeway (the length of the bridge)

## ***Pine Knoll Shores***

### **Sidewalks – Recommended**

- **CART0041-P:** US 58 (Salter Path Road) – From Atlantic Beach border (near Oakleaf Drive) to Pine Knoll Shores border (near Sandpiper Lane)
- **CART0046-P:** Pine Knoll Boulevard – From NC 58 to Town Hall
- **CART0048-P:** Roosevelt Boulevard – From Pine Knoll Boulevard to North Carolina Aquarium
- **CART0049-P:** Mimosa Boulevard – From NC 58 to Beechwood Drive
- **CART0050-P:** Oakleaf Drive – From NC 58 to Country Club of Crystal Coast

### **Crosswalks – Recommended**

- **CART0051-P:** Crosswalk at NC 58 – Crosswalk NC 58 at Oakleaf beach access
- **CART0052-P:** Crosswalk at NC 58 – Crosswalk NC 58 at Juniper Road
- **CART0053-P:** Crosswalk at NC 58 – Crosswalk NC 58 at Mimosa Boulevard
- **CART0054-P:** Crosswalk at NC 58 – Crosswalk NC 58 at Pine Knoll Boulevard
- **CART0055-P:** Crosswalk at NC 58 – Crosswalk NC 58 at Clam Digger Inn
- **CART0056-P:** Crosswalk at NC 58 – Crosswalk NC 58 at Coral Drive